GROUP 52B

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

CONTENTS

Continued on next page

⚠ WARNING

- ***Carefully read and observe the information in the SRS SERVICE PRECAUTIONS prior to any service.***
- ***For information concerning diagnosis or maintenance, alays observe the procedures in the SRS Diagnosis or the SRS Maintenance sections, respectively.***
- ***If any SRS components are removed or replaced in connection with any service procedures, be sure to follow the procedures in the INDIVIDUAL COMPONENT SERVICE section for the componentnts involved.***
- ***If you have any questions about the SRS, please contact the MMNA Tech Line.***

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GENERAL INFORMATION

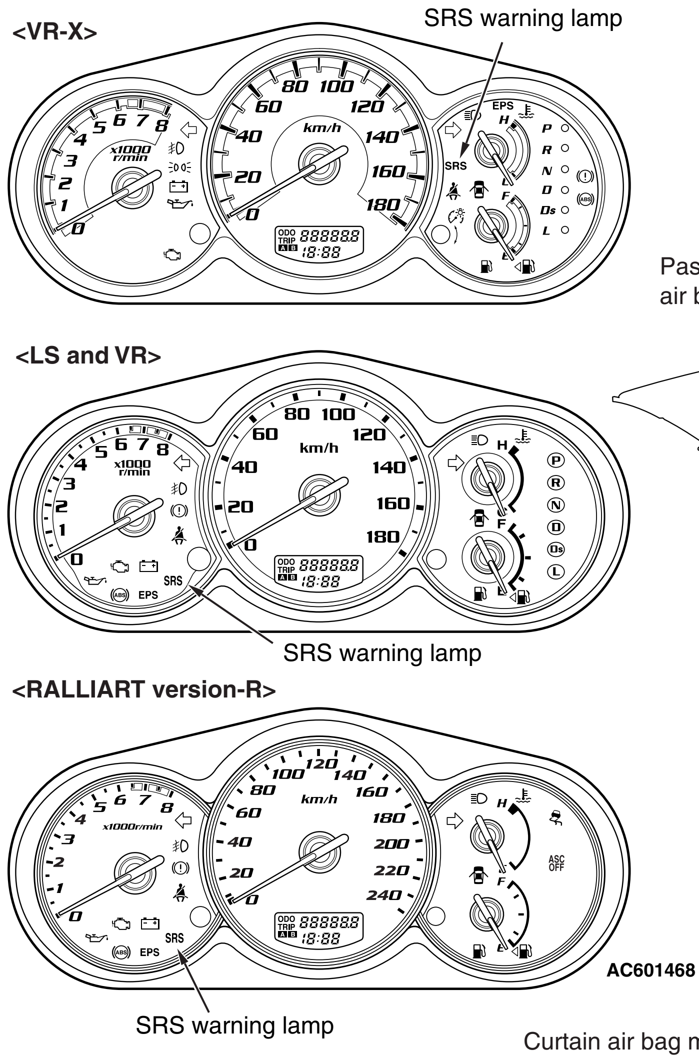
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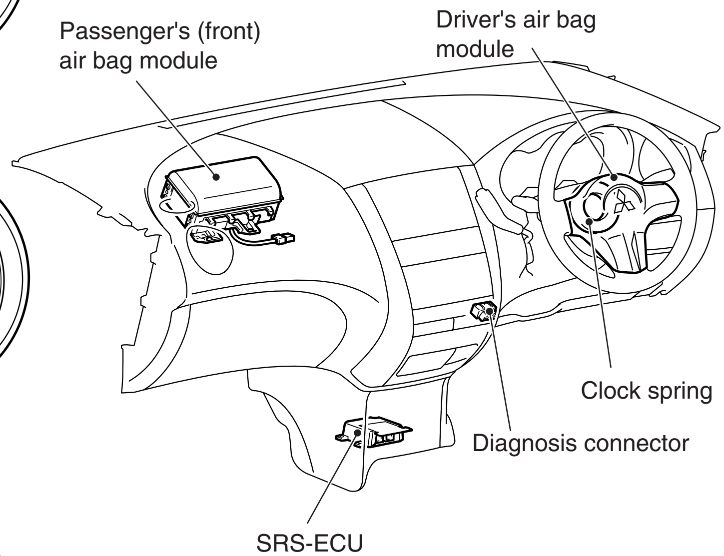
The Supplemental Restraint System (SRS) and seat belt with pre-tensioner is designed to supplement the driver's and passenger's (front) seat belts to help reduce the risk or severity of injury to the driver and front passenger by activating and deploying both front air bags in certain frontal collisions.

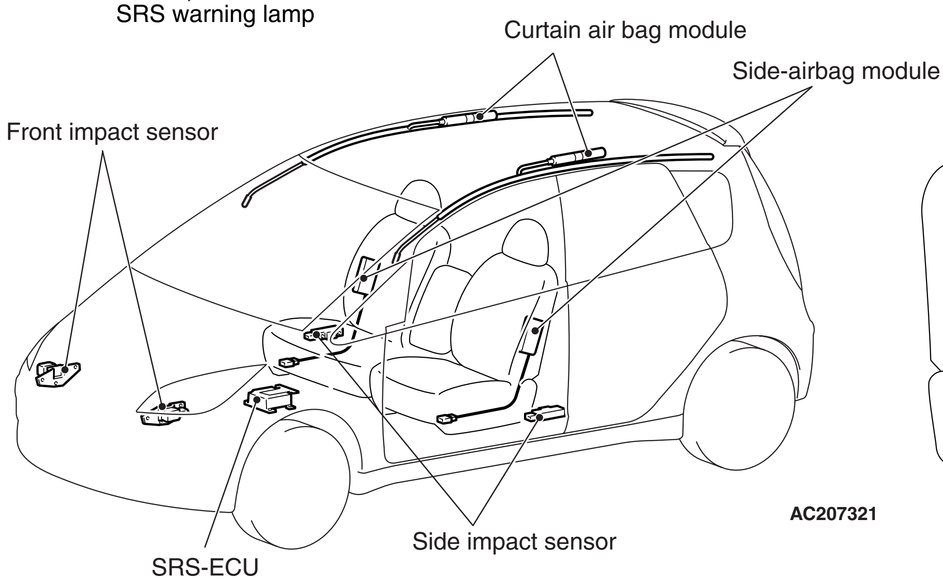
The SRS consist of six air bag modules, SRS air bag control unit (SRS-ECU), front impact sensors, side impact sensors, SRS warning lamp, clock spring and seat belt pre-tensioner. Front air bags are located in the centre of the steering wheel and above the glove box. Each air bag is made up of a folded air bag and an inflator unit. Side-airbags are located inside the front seatback assemblies. The curtain air bag module consists of an air bag, an inflator, and the fixing gear relating to those parts, and is installed in the roof side sections (from the driver's and the passenger's front pillars to the rear pillars). The SRS-ECU is located behind the floor console and has a front air bag safing G-sensor, front air bag analogue G-sensor and a side (curtain) air bag safing G-sensor. The front impact sensor is installed on front end module. The side impact sensor is installed in the lower parts of the centre pillars, and contains an analogue G-sensor. The warning lamp on the instrument panel indicates the operational status of the SRS. The clock spring is installed in the steering column. The seat belt pre-tensioner is built into the driver's and passenger's (front) seat belt retractor.

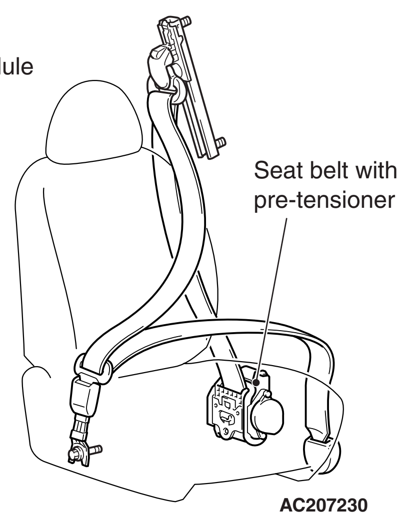
Only authorized service personnel should do work on or around the SRS components. Those service personnel should read this manual carefully before starting any such work.

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AC601639AB

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SERVICE PRECAUTIONS

M1524000300983

⚠ *DANGER*

In order to avoid injury to yourself or others from accidental deployment of the air bag during servicing, read and carefully follow all the precautions and procedures described in this manual.

⚠ CAUTION

Do not use any electrical test equipment on or near SRS components, except those specified on P.52B-9.

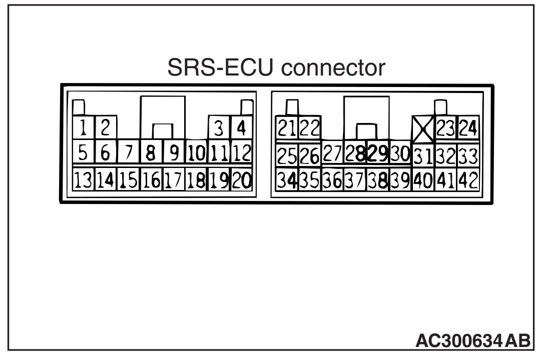
⚠ CAUTION

Never Attempt to Repair the Following Components:

- **SRS-ECU**
- **Front impact sensor**
- **Clock spring**
- **Driver's and passenger's (front) air bag modules**
- **Seat belt with pre-tensioner**
- **Side impact sensor**
- **Curtain air bag module**

NOTE: If any of these components are diagnosed as faulty, they should only be replaced, in accordance with the INDIVIDUAL COMPONENTS SERVICE procedures in this manual, starting at page P.52B-139.

⚠ CAUTION



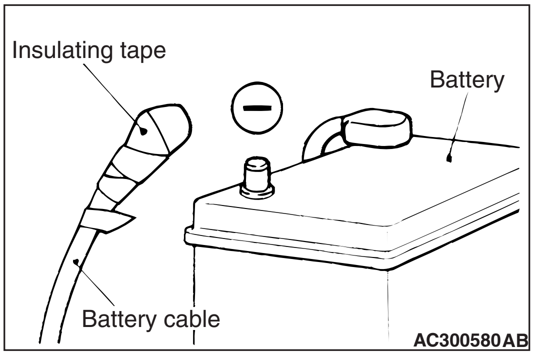
Do not attempt to repair the wiring harness connectors of the SRS. If a defective wiring harness is found, repair or replace it by referring to the table below.

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SRS-ECU terminal No.	Destination of harness	Remedy
1, 2	Instrument panel wiring harness → Front wiring harness → Front impact sensor (RH)	Correct or replace each wiring harness.
3, 4	Instrument panel wiring harness → Front wiring harness → Front impact sensor (LH)	Correct or replace each wiring harness.
5, 6	Instrument panel wiring harness → Seat belt pre-tensioner (LH)	Correct or replace the instrument panel wiring harness.
7, 8	Instrument panel wiring harness → Seat belt pre-tensioner (RH)	Correct or replace the instrument panel wiring harness.
9, 10	Instrument panel wiring harness → Air bag module (Front passenger's side)	Correct or replace the instrument panel wiring harness.
11, 12	Instrument panel wiring harness → Clock spring → Air bag module (Driver's side)	Correct or replace instrument panel wiring harness. Replace the clock spring.
13	Instrument panel wiring harness → Junction block (fuse No.37)	Correct or replace the instrument panel wiring harness.
16	Instrument panel wiring harness → Junction block (fuse No.40)	Correct or replace the instrument panel wiring harness.
18	Instrument panel wiring harness → SRS wiring lamp	Correct or replace the Instrument panel wiring harness.
19	Instrument panel wiring harness→ Earth	Correct or replace the instrument panel wiring harness.
20	Instrument panel wiring harness → Diagnosis connector	Correct or replace the instrument panel wiring harness.
21, 22	Instrument panel wiring harness → Side-airbag module (LH)	Correct or replace the floor wiring harness.
23, 24	Instrument panel wiring harness → Side-airbag module (RH)	Correct or replace the Instrument panel wiring harness.
27, 28	Instrument panel wiring harness → Curtain air bag wiring harness → Curtain air bag module (LH)	Correct or replace each wiring harness.
29, 30	Instrument panel wiring harness → Curtain air bag wiring harness → Curtain air bag module (RH)	Correct or replace each wiring harness.
34, 36	Instrument panel wiring harness → Side impact sensor (LH)	Correct or replace the Instrument panel wiring harness.
40, 42	Instrument panel wiring harness → Side impact sensor (RH)	Correct or replace the Instrument panel wiring harness.

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⚠ DANGER



After disconnecting the battery cable, wait 60 seconds or more before proceeding with the following work. In addition, insulate the negative battery terminal with a tape. The condenser inside the SRS-ECU is designed to retain enough voltage to deploy the air bag for a short time even after the battery has been disconnected, so serious injury may result from unintended air bag deployment if work is done on the SRS system immediately after the battery cables are disconnected.

⚠ CAUTION

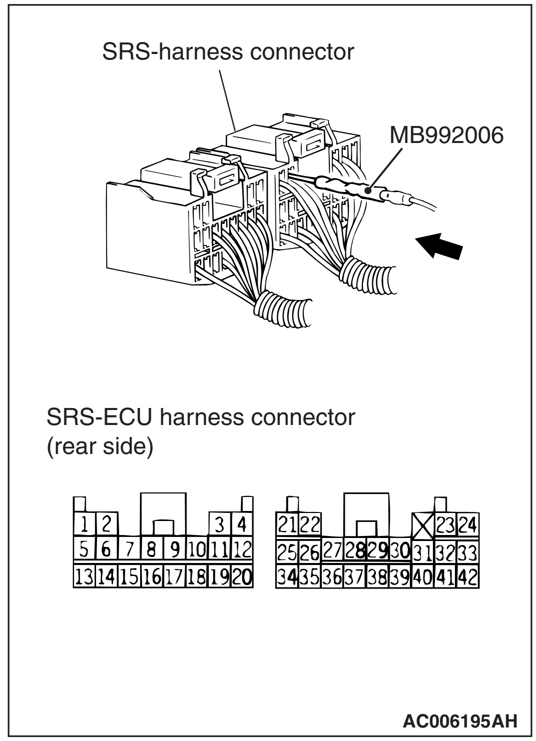
The SRS components and seat belt with pre-tensioner should not be subjected to heat, so remove the SRS-ECU, driver's and passenger's (front) air bag modules, clock spring, front impact sensor, side impact sensor, side-airbag modules, curtain air bag modules and seat belt pre-tensioner before drying or baking the vehicle after painting.

- **SRS-ECU, air bag modules, clock spring, impact sensors: 93°C or more**
- **Seat belt with pre-tensioner: 90°C or more**

⚠ CAUTION

Whenever you finish servicing the SRS, always erase the diagnosis code and check warning lamp operation to make sure that the system functions properly.

⚠ CAUTION

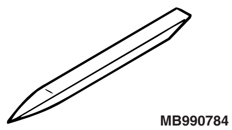
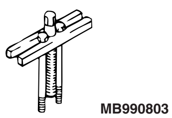
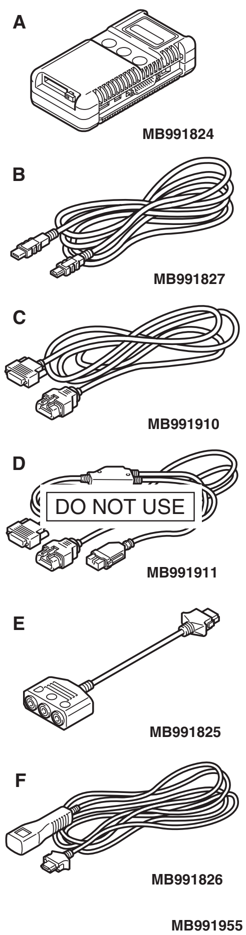
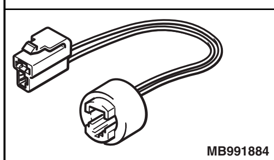
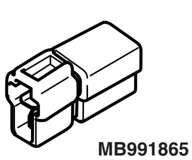


If checks are carried out by using the SRS-ECU harness connector, observe the following procedures: Insert the special tool extra fine probe (MB992006) into connector from harness side (rear side), and connect the tester to this probe. If any tool than special tool is used, damage to the harness and other components will result. Never insert the probe directly to the terminals from the front of the connector. The terminals are plated to increase their conductivity, so that if they are touched directly by the probe, the plating may break, which will cause drops in reliability.

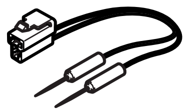
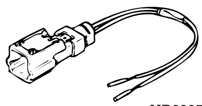
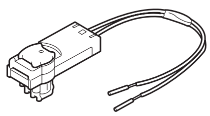
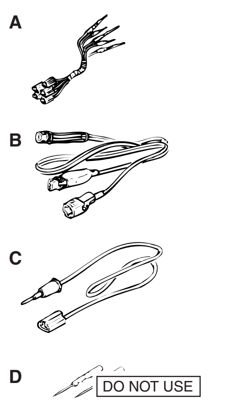
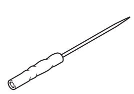
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SPECIAL TOOLS

M1524000700925

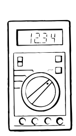
Tool	No.	Name	Application
	MB990784	Ornament remover	Removal of cover.
	MB990803	Steering wheel puller	Steering wheel disconnection
	MB991955 A: MB991824 B: MB991827 C: MB991910 D: MB991911 E: MB991825 F: MB991826	M.U.T.-III sub-assembly A: Vehicle Communication Interface (V.C.I.) B: M.U.T.-III USB cable C: M.U.T.-III main harness A (Vehicles with CAN communication system) D: M.U.T.-III main harness B (Vehicles without CAN communication system) E: M.U.T.-III measure adapter F: M.U.T.-III trigger harness	CAN bus diagnostics ⚠ CAUTION **For vehicles with CAN communication, use M.U.T.-III main harness A to send simulated vehicle speed. If you connect M.U.T.-III main harness B instead, the CAN communication does not function correctly.**
	MB991884	Resistor harness (For Pre-tensioner)	Seat belt with pre-tensioner circuit check and curtain air bag
	MB991865	Dummy resistor	SRS air bag and seat belt with pre-tensioner circuit check

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Tool	No.	Name	Application
 MB991866	MB991866	Resistor harness	SRS air bag circuit check
 MB686560	MB686560	SRS air bag adapter harness	• Deployment of front passenger's side air bag module inside the vehicle • Deployment of front passenger's side air bag module outside the vehicle
 MB991885	MB991885	Pre-tensioner adapter harness	• Deployment of seat belt with pre-tensioner and curtain air bag inside the vehicle • Deployment of seat belt with pre-tensioner and curtain air bag outside the vehicle
 MB991223AZ	MB991223 A: MB991219 B: MB991220 C: MB991221 D: MB991222	Harness set A: Check harness B: LED harness C: LED harness adapter D: Probe	Checking the continuity and measuring the voltage at the SRS-ECU harness connector
 MB992006	MB992006	Extra fine probe	Continuity check and voltage measurement at harness wire or connector

TEST EQUIPMENTS

M1524000800386

Tool	Name	Application
 AC300683	Digital multi-meter	Checking SRS electrical circuitry (Use multi-meter for which the maximum test current is 2 mA or less at minimum range of resistance measurement

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TROUBLESHOOTING

DIAGNOSIS TROUBLESHOOTING FLOW

M1524003100568

Refer to GROUP 00, Contents of Troubleshooting P.00-5.

DIAGNOSIS FUNCTION

M1524003200480

DIAGNOSIS CODES CHECK

⚠ CAUTION

Turn off the ignition switch before connecting or disconnecting the M.U.T.-III.

Connect the M.U.T.-III to the diagnosis connector (16-pin) under the instrument under cover, then check diagnosis codes (Refer to GROUP 00, Diagnosis Function P.00-7).

ERASING DIAGNOSIS CODE

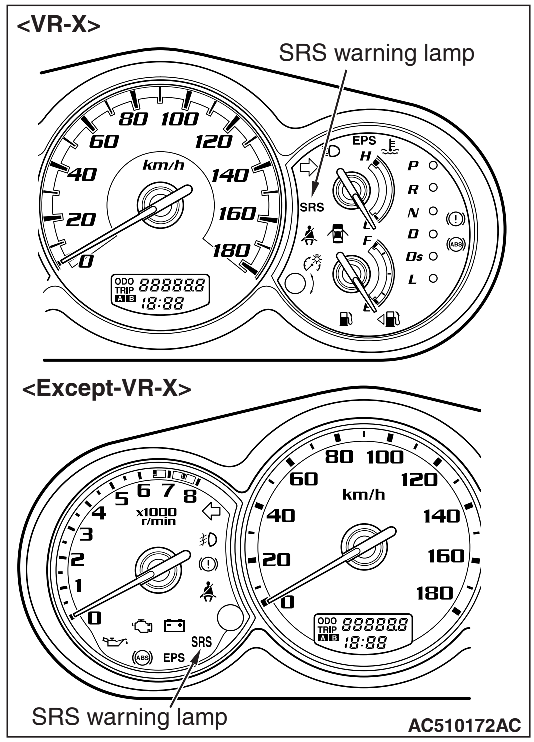
⚠ CAUTION

Turn off the ignition switch before connecting or disconnecting the M.U.T.-III.

Connect the M.U.T.-III to the diagnosis connector and erase the diagnosis code (Refer to GROUP 00, Diagnosis Function P.00-7).

SRS WARNING LAMP CHECK

M1524004300747



1. Check that the SRS warning lamp comes on when the ignition switch is turned ON.
2. Check that the SRS warning lamp illuminates for about 7 seconds and then goes out.
3. If this is not the cause, check the diagnosis codes.

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CHECK CHART FOR DIAGNOSIS CODES

M1524003301123

Inspect according to the inspection chart that is appropriate for the diagnosis code.

Code No.	Diagnosis item		Reference Page
1A	Front impact sensor LH system	Short circuit in the sensor	P.52B-14
1B		Open circuit in the sensor	P.52B-14
1C		Short circuit in the power supply	P.52B-14
1D		Short circuit in the earth	P.52B-14
2A	Front impact sensor RH system	Short circuit in the sensor	P.52B-14
2B		Open circuit in the sensor	P.52B-14
2C		Short circuit in the power supply	P.52B-14
2D		Short circuit in the earth	P.52B-14
3A*2	Curtain air bag module (squib) (RH) system (short-circuited between terminals of the squib circuit)		P.52B-18
3B*2	Curtain air bag module (squib) (RH) system (open-circuited in the squib circuit)		P.52B-22
3C	System inside SRS-ECU		P.52B-42
3D	System inside SRS-ECU		P.52B-42
3E	Curtain air bag module (squib) (RH) system (short-circuited to the power supply)		P.52B-25
3F	Curtain air bag module (squib) (RH) system (short-circuited to the earth)		P.52B-27
4A*2	Curtain air bag module (squib) (LH) system (short-circuited between terminals of the squib circuit)		P.52B-30
4B*2	Curtain air bag module (squib) (LH) system (open-circuited in the squib circuit)		P.52B-34
4C	System inside SRS-ECU		P.52B-42
4D	System inside SRS-ECU		P.52B-42
4E	Curtain air bag module (squib) (LH) system (short-circuited to the power supply)		P.52B-37
4F	Curtain air bag module (squib) (LH) system (short-circuited to the earth)		P.52B-39
14	System inside SRS-ECU		P.52B-42
15	System inside SRS-ECU		P.52B-42
16	System inside SRS-ECU		P.52B-42
17	Safing G-sensor (for side collision) malfunction		P.52B-42
21*2	Driver's air bag module (squib) system (short-circuited between terminals of the squib circuit)		P.52B-43
22*2	Driver's air bag module (squib) system (open-circuited in the squib circuit)		P.52B-47
24*2	Passenger's (front) air bag module (squib) system (short-circuited between terminals of the squib circuit)		P.52B-50

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Code No.	Diagnosis item		Reference Page
25*2	Passenger's (front) air bag module (squib) system (open-circuited in the squib circuit)		P.52B-53
26*2	Driver's pre-tensioner (squib) system (short-circuited between terminals of the squib circuit)		P.52B-56
27*2	Driver's seat belt pre-tensioner (squib) system (open-circuited in the squib circuit)		P.52B-60
28*2	Passenger's (front) seat belt pre-tensioner (squib) system (short-circuit between terminals of the squib circuit)		P.52B-63
29*2	Passenger's (front) seat belt pre-tensioner (squib) system (open-circuited in the squib circuit)		P.52B-67
31	System inside SRS-ECU		P.52B-42
32	System inside SRS-ECU		P.52B-42
34*1	SRS-ECU connector lock out of order		P.52B-70
35	Ignition of the air bag completed		P.52B-71
39	Air bag deployed simultaneously		P.52B-71
41*1	Power supply voltage (IG1 (A) voltage) drops abnormally.		P.52B-71
42*1	Power supply voltage (IG1 (B) voltage) drops abnormally.		P.52B-75
43*1	SRS warning lamp circuit open-circuited	Lamp does not illuminate	P.52B-78
		Lamp does not switch off	P.52B-81
44*1	SRS warning lamp circuit malfunction		P.52B-83
45	System inside SRS-ECU		P.52B-42
51	System inside SRS-ECU		P.52B-42
52	System inside SRS-ECU		P.52B-42
54	System inside SRS-ECU		P.52B-42
55	System inside SRS-ECU		P.52B-42
56	System inside SRS-ECU		P.52B-42
57	System inside SRS-ECU		P.52B-42
58	System inside SRS-ECU		P.52B-42
59	System inside SRS-ECU		P.52B-42
61	Driver's air bag module (squib) system (short-circuited to the power supply)		P.52B-84
62	Driver's air bag module (squib) system (short-circuited to the earth)		P.52B-87
64	Passenger's (front) air bag module (squib) system (short-circuited to the power supply)		P.52B-90
65	Passenger's (front) air bag module (squib) system (short-circuited to the earth)		P.52B-92
66	Driver's seat belt pre-tensioner (squib) system (short-circuited to the power the supply)		P.52B-94
67	Driver's seat belt pre-tensioner (squib) system (short-circuited to the earth)		P.52B-97

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Code No.	Diagnosis item	Reference Page
68	Passenger's (front) seat belt pre-tensioner (squib) system (short-circuited to the power supply)	P.52B-99
69	Passenger's (front) seat belt pre-tensioner (squib) system (short-circuited to the earth)	P.52B-102
71*2	Side-airbag module (squib) (RH) system (short-circuited between terminals of the squib circuit)	P.52B-105
72*2	Side-airbag module (squib) (RH) system (open-circuited in the squib circuit)	P.52B-108
73	System inside SRS-ECU	P.52B-42
74	System inside SRS-ECU	P.52B-42
75	Side-airbag module (squib) (RH) system (short-circuited to the power supply)	P.52B-110
76	Side-airbag module (squib) (RH) system (short-circuited to the earth)	P.52B-112
79	Side impact sensor (LH) (front) communication error	P.52B-114
81*2	Side-airbag module (squib) (LH) system (short-circuited between terminals of the squib circuit)	P.52B-116
82*2	Side-airbag module (squib) (LH) system (open-circuited in the squib circuit)	P.52B-119
83	System inside SRS-ECU	P.52B-42
84	System inside SRS-ECU	P.52B-42
85	Side-airbag module (squib) (LH) system (short-circuited to the power supply)	P.52B-121
86	Side-airbag module (squib) (LH) system (short-circuited to the earth)	P.52B-123
89	Side impact sensor (RH) communication error	P.52B-125
91*1	Side impact sensor (LH) voltage error	P.52B-127
92	G-sensor of side impact sensor (LH) failure	P.52B-128
93	Side impact sensor (LH) communication impossible	P.52B-114
94*1	Side impact sensor (RH) voltage error	P.52B-129
95	G-sensor of side impact sensor (RH) failure	P.52B-128
96	Side impact sensor (RH) communication impossible	P.52B-125

NOTE:

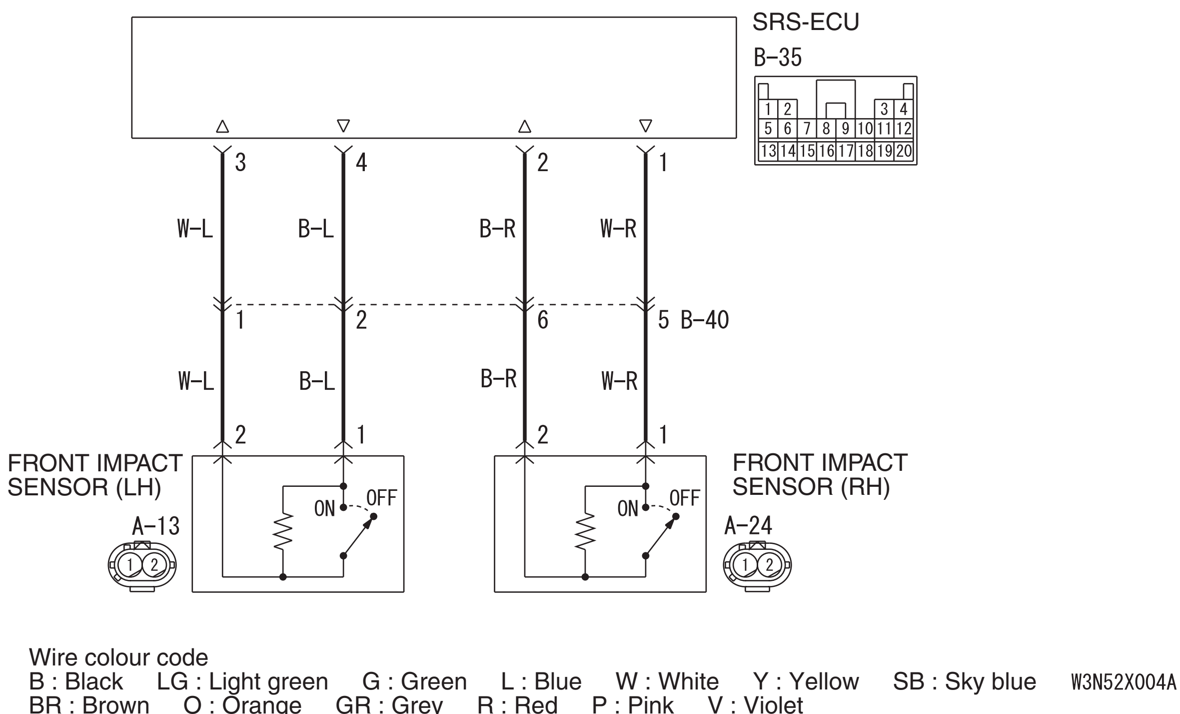
1. **1: If the vehicle condition returns to normal, the diagnosis code will be automatically erased, and the SRS warning lamp will return to normal.*
2. **2: However, if no diagnosis code resets, the SRS warning lamp will be switched off (The diagnosis code will be retained).*
3. *If the vehicle has a discharged battery, it will store the diagnosis code 41 or 42. When these diagnosis codes are read, check the battery.*

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DIAGNOSTIC TROUBLE CODE PROCEDURES

Code No.1A Front impact sensor LH system (short circuit in the sensor)
Code No.1B Front impact sensor LH system (open circuit in the sensor)
Code No.1C Front impact sensor LH system (short circuited in the power supply)
Code No.1D Front impact sensor LH system (short circuited in the earth)
Code No.2A Front impact sensor RH system (short circuit in the sensor)
Code No.2B Front impact sensor RH system (open circuit in the sensor)
Code No.2C Front impact sensor RH system (short circuited in the power supply)
Code No.2D Front impact sensor RH system (short circuited in the earth)

Front Impact Sensor Circuit



AC510220AB

OPERATION

- When the left and right front impact sensors detect a collision, the switches inside the sensors turn ON.
- SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.

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DIAGNOSIS CODE SET CONDITIONS

These diagnosis codes are set if these are abnormal resistance between the input terminals of the front impact sensors.
The most likely causes for these codes to be set are shown in the table below:

Code No.	Trouble causes
1A	• Left front impact sensor or its wiring shorted
1B	• Left front impact sensor or wiring open circuit
1C	• Short to the power supply in the left front impact sensor harness
1D	• Short to body earth in the left front impact sensor harness
2A	• Right front impact sensor or its wiring shorted
2B	• Right front impact sensor or wiring open circuit
2C	• Short to the power supply in the right front impact sensor harness
2D	• Short to body earth in the right front impact sensor harness

PROBABLE CAUSES

- Damaged harness wires and connectors
- Front impact sensor failed
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

STEP 1. Check the front impact sensor.

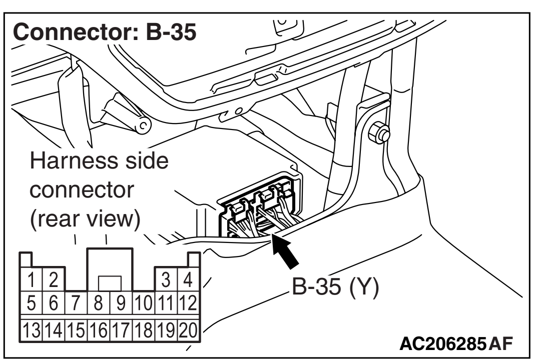
Refer to P.52B-142.

Q: Is the check result normal?

YES : Go to Step 2.
NO : Replace the front impact sensor (Refer to P.52B-141).

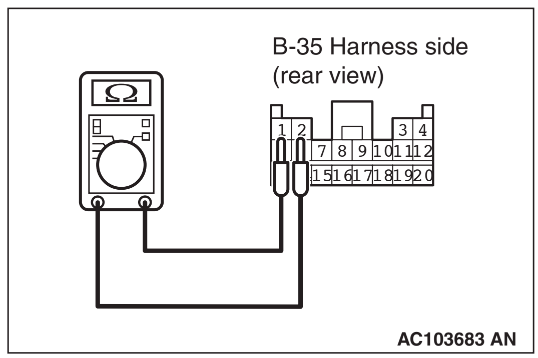
STEP 2. Resistance measurement at the SRS-ECU connector B-35.

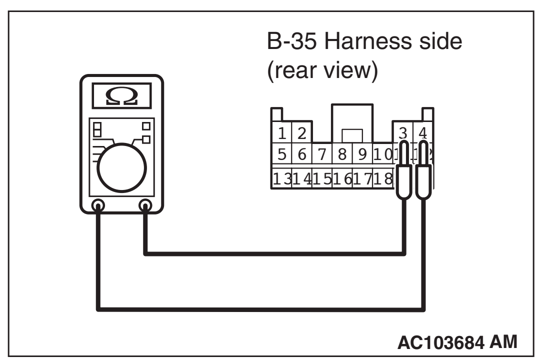
(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

⚠ CAUTION





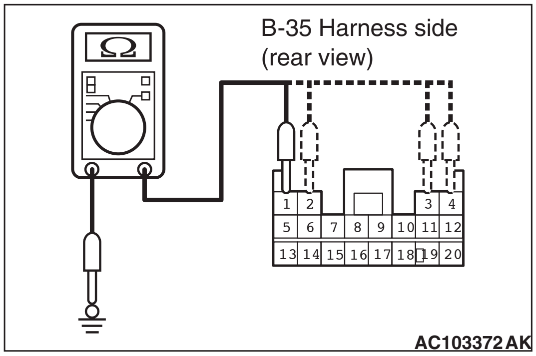
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Take the measurements below at harness-side connector B-35.

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- Resistance between terminals 1 and 2 as well as 3 and 4.

  NG: 2 Ω or less (short circuit) or 2 MΩ or more (open circuit))



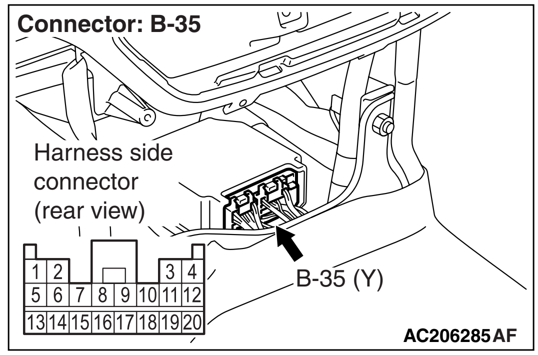
- Continuity between terminals 1, 2, 3, 4 and body earth

  OK: Open circuit

Q: Is the check result normal?
YES : Go to Step 3.
NO : Go to Step 4.

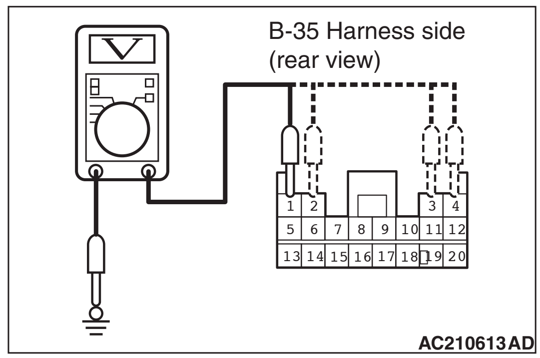
STEP 3. Voltage measurement at the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

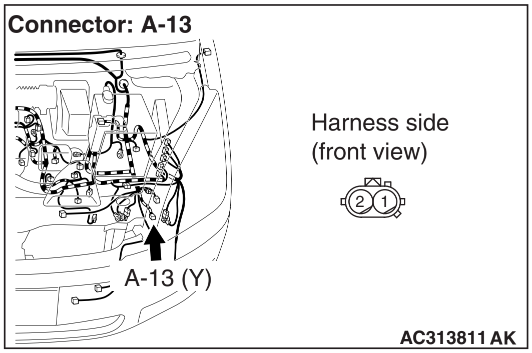
(5) Take the measurements below at harness-side connector B-35.
- Voltage between terminals 1, 2, 3, 4 and body earth

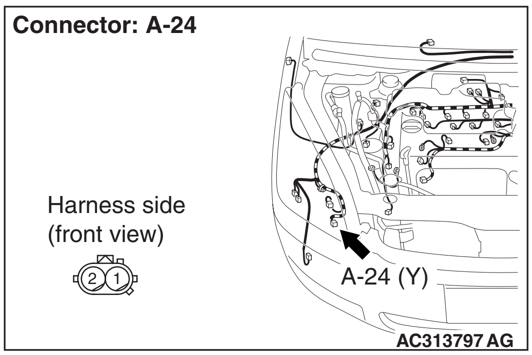
  OK: 0V

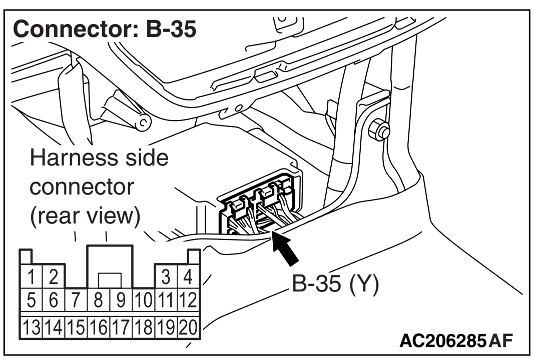
Q: Is the check result normal?
YES : Go to Step 5.
NO : Go to Step 4.

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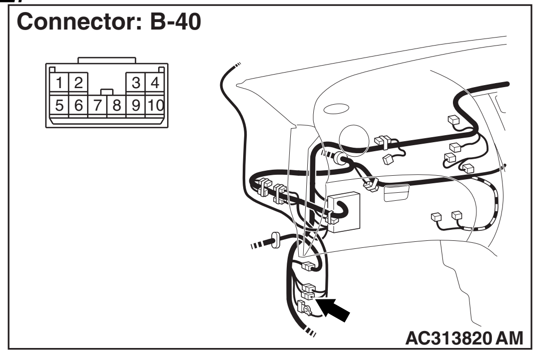
STEP 4. Check the wiring harness between the front impact sensor (RH) connector A-24 (terminals 1 and 2) and SRS-ECU connector B-35 (terminals 1 and 2) as well as between front impact sensor (LH) connector A-13 (terminals 1 and 2) and SRS-ECU connector B-35 (terminals 4 and 3).







NOTE:



Prior to the wiring harness inspection, check intermediate connectors B-40, and repair if necessary.

- Check the front impact sensor output line for open or short circuit.

Q: Is the check result normal?

YES : Go to Step 5.

NO : Repair the wiring harness.

STEP 5. Check whether the diagnosis code is reset.

Check again if the diagnosis code is set.

Q: Is diagnosis code 1A, 1B, 1C, 1D, 2A, 2B, 2C or 2D set?

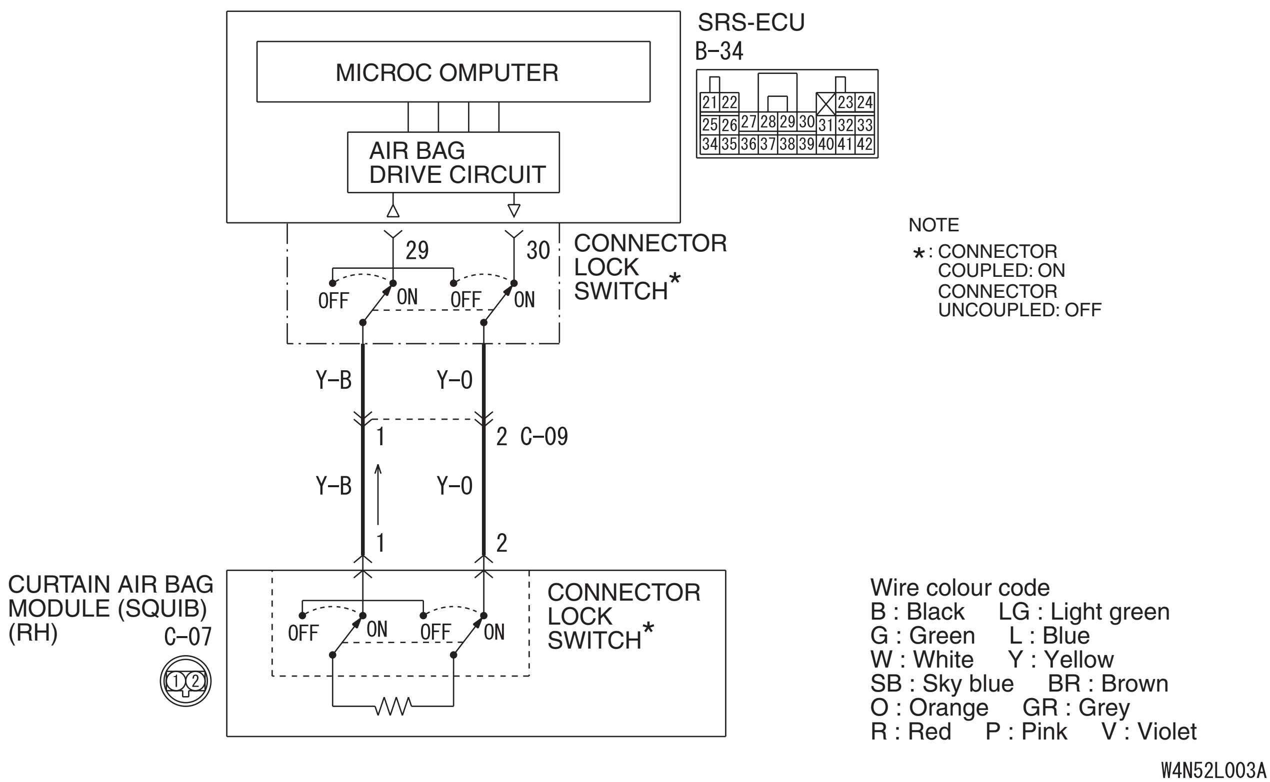
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.3A: Curtain air bag module (squib) (RH) system (short-circuited between terminals of the squib circuit)

Curtain Air Bag Module (Squib) (RH) Circuit



AC510221AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the side impact sensors and the side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the curtain air bag module will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one curtain air bag module squib (RH) wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the curtain air bag module (squib) (RH) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector B-34,C-09 or C-07 is damaged or improperly engaged, the short spring may not be released when the connector is connected.*

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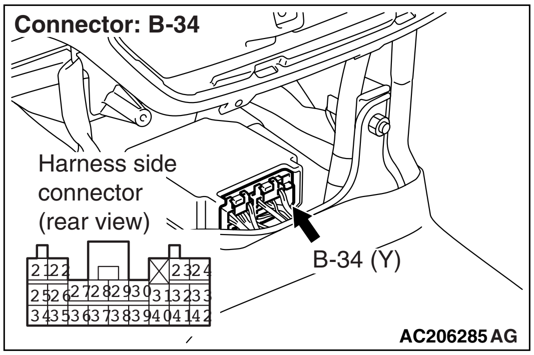
DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-III diagnosis code

Q: Is diagnosis code 34 set?
YES : Go to Step 2.
NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector B-34 (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.

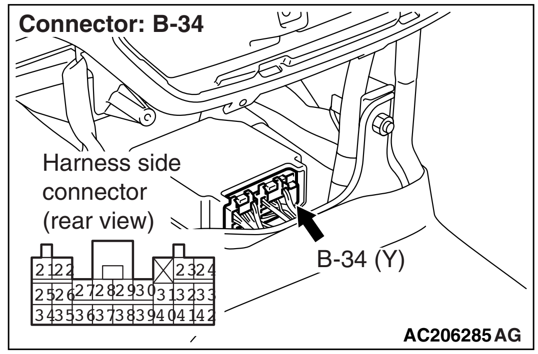


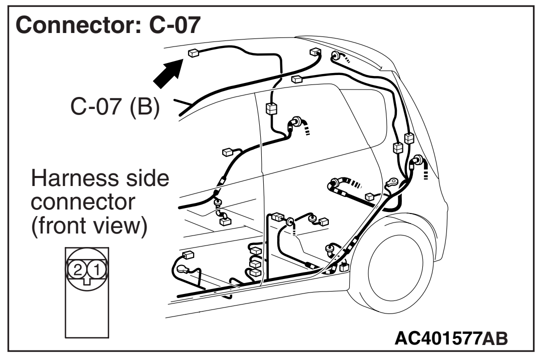
(2) Disconnect connectors B-34, and then reconnect them.
(3) Connector the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

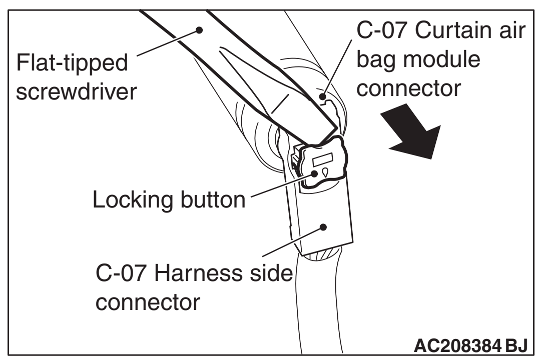
Q: Is diagnosis code 3A set?
YES : Go to Step 3.
NO : The procedure is complete. It is assumed that diagnosis code 3A set as connector B-34 was engaged improperly.

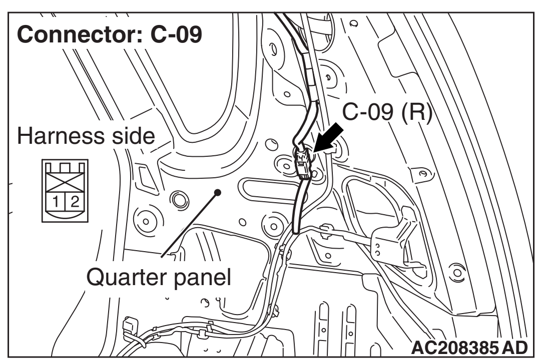
STEP 3. Connector lock check: SRS-ECU connector B-34, intermediate connector C-09 and curtain air bag module connector C-07 (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.









(2) Disconnect connectors B-34, C-09 and C-07, and then reconnect them. For connector C-07, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.
(3) Connector the negative battery terminal.

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(4) Erase the diagnosis code memory, and check the diagnosis code.

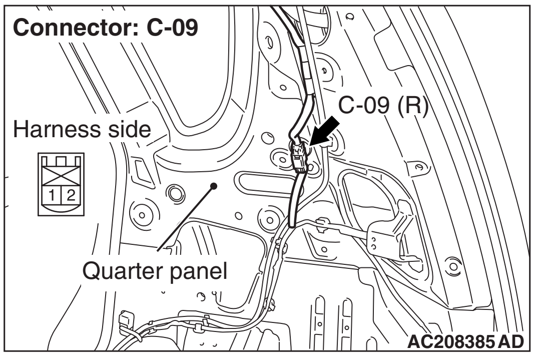
Q: Is diagnosis code 3A set?

YES : Go to Step 4.

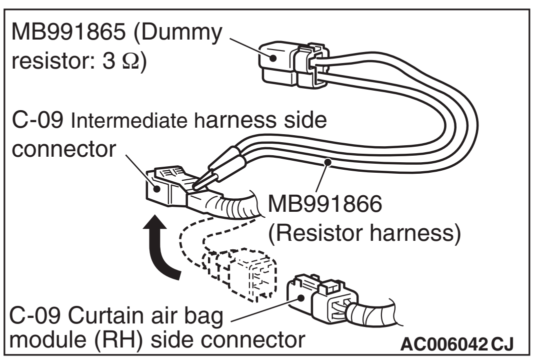
NO : The procedure is complete. It is assumed that diagnosis code 3A set as connector B-34, C-09 or C-07 was engaged improperly.

STEP 4. Check the diagnosis code by connecting a dummy resistor (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring harness).



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Connect special tool (MB991884) to the C-09 harness side connector by back probing.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

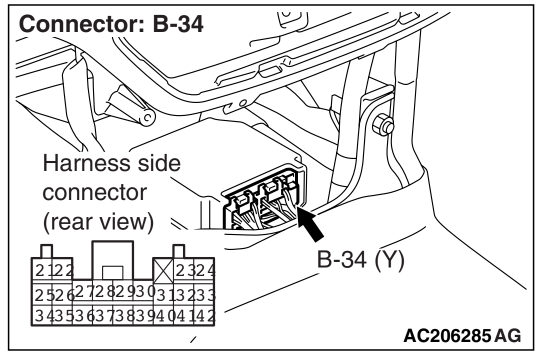
Q: Is diagnosis code 3A set?

YES : Go to Step 5.

NO : Go to Step 6.

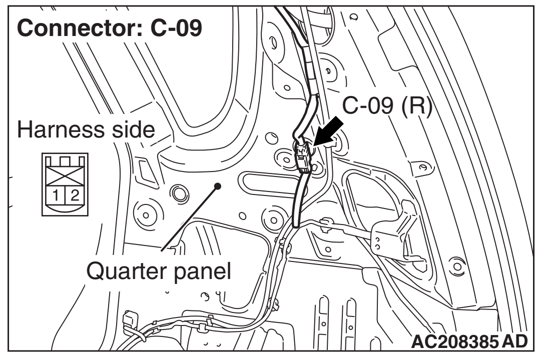
STEP 5. Resistance measurement at the SRS-ECU connector B-34.

(1) Disconnect the negative battery terminal.



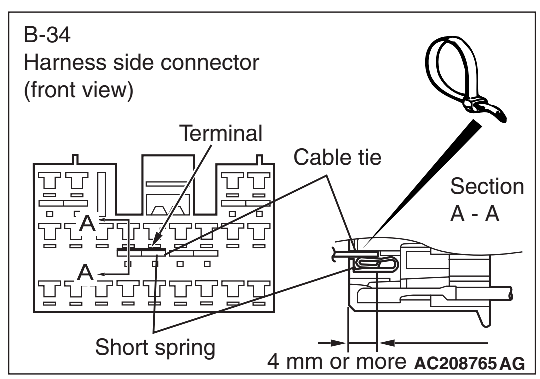
(2) Disconnect SRS-ECU connector B-34.

⚠ DANGER



To prevents the air bag from deploying unintentionally, disconnect the curtain air bag harness connector C-09 to short the squib circuit.

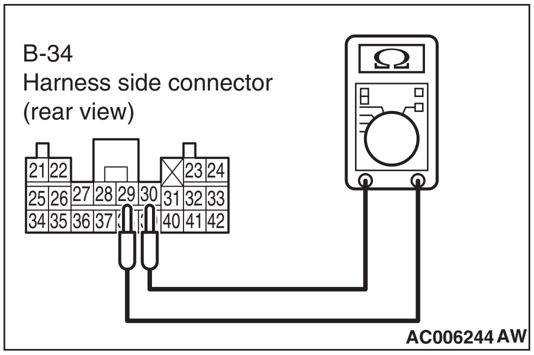
⚠ CAUTION



Insert an insulator such as a cable tie to a depth of 4mm or more, otherwise the short spring will not be released.

(3) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 29, 30 and the short spring to release the short spring.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between B-34 harness side connector terminals 29 and 30.

OK: Open circuit

Q: Is the check result normal?

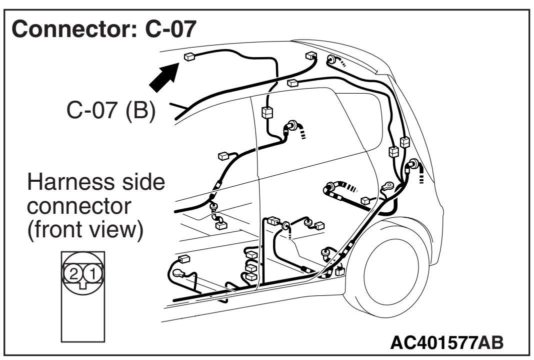
YES : Go to Step 7.

NO : Repair the harness wire between SRS-ECU connector B-34 (terminal No.29 and 30) and harness side connector C-09 (terminal No.1 and 2).

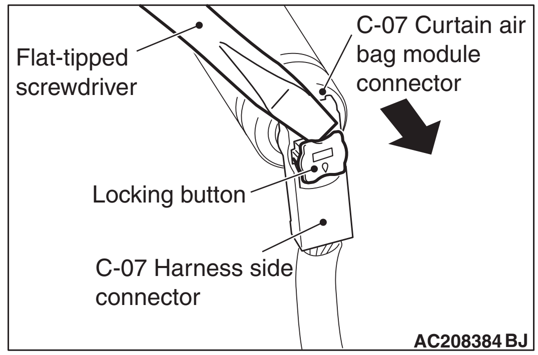
STEP 6. Resistance measurement at intermediate connector C-09.

(1) Disconnect the negative battery terminal.

⚠ DANGER



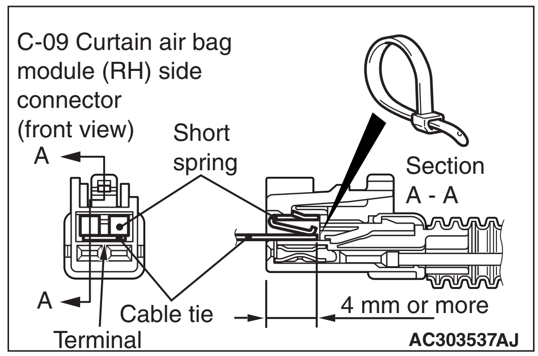
To prevents the air bag from deploying unintentionally, disconnect the curtain air bag module connector C-07 to short the squib circuit.



(2) Disconnect curtain air bag module connector C-07. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

(3) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring harness).

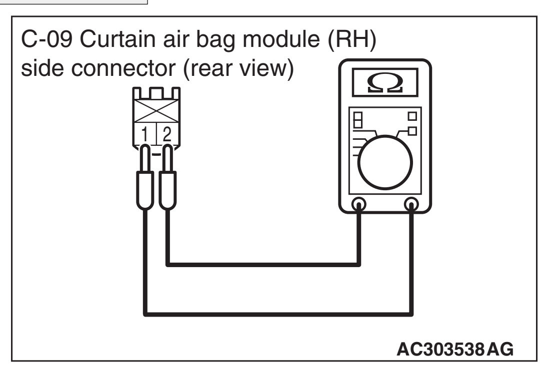
⚠ CAUTION



Insert an insulator such as a cable tie to a depth of 4mm or more, otherwise the short spring will not be released.

(4) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 1, 2 and the short spring to release the short spring.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

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(5) Resistance measurement between C-09 curtain air bag module (RH) side connector terminals 1 and 2.

OK: Open circuit

Q: Is the check result normal?

YES : Replace the curtain air bag module (Refer to P.52B-152).

NO : Repair the harness wire between curtain air bag module (RH) side connector C-09 (terminal No.1 and 2) and curtain air bag module connector C-07 (terminal No.1 and 2).

STEP 7. Check whether the diagnosis code is reset.

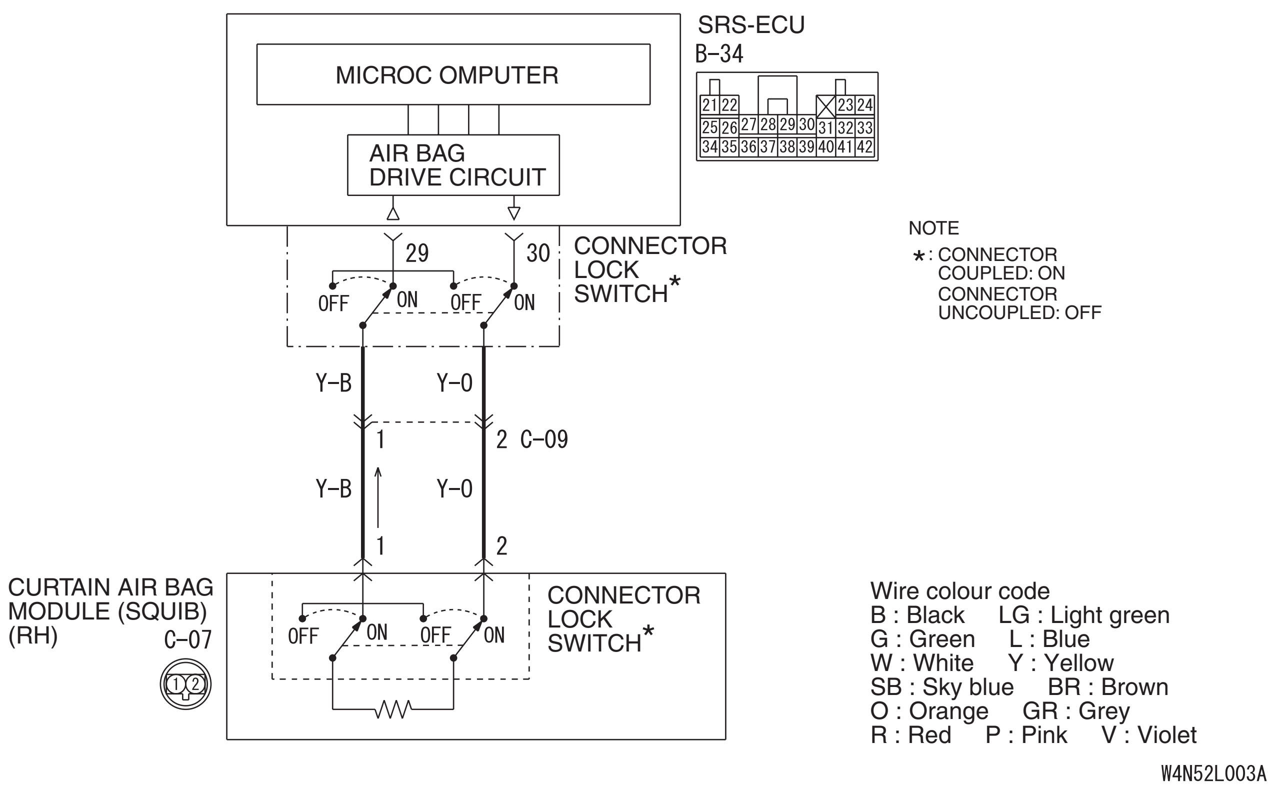
Q: Is diagnosis code 3A set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.3B: Curtain air bag module (squib) (RH) system (open-circuited in the squib circuit)

Curtain Air Bag Module (Squib) (RH) Circuit



AC510221AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the side impact sensors and the side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the curtain air bag module will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if curtain air bag module squib <RH> wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

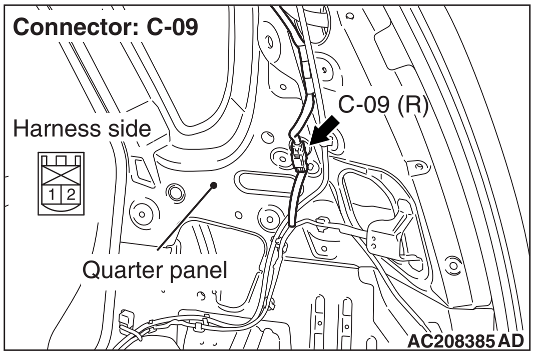
- Improper connector contact
- Open circuit in the curtain air bag module (squib) (RH) circuit
- Malfunction of the SRS-ECU

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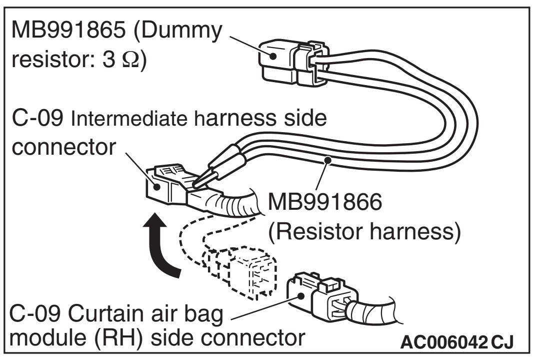
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring harness).



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

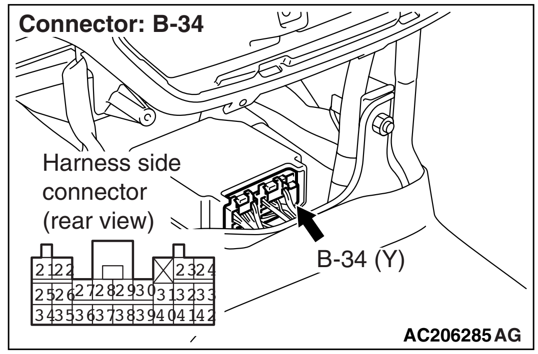
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Connect special tool (MB991866) to the C-09 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

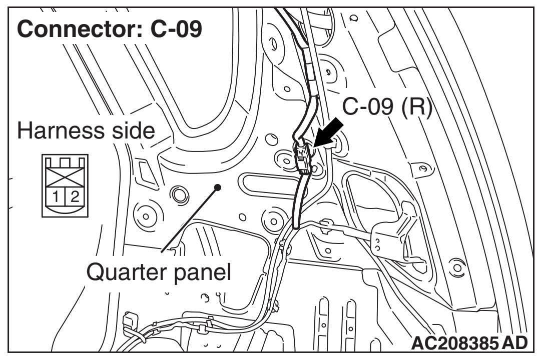
Q: Is diagnosis code 3B set?
YES : Go to Step 2.
NO : Go to Step 3.

STEP 2. Resistance measurement between SRS-ECU connector B-34 (terminal No.29 and 30) and harness side connector C-09 (terminal No.1 and 2).

(1) Disconnect the negative battery terminal.



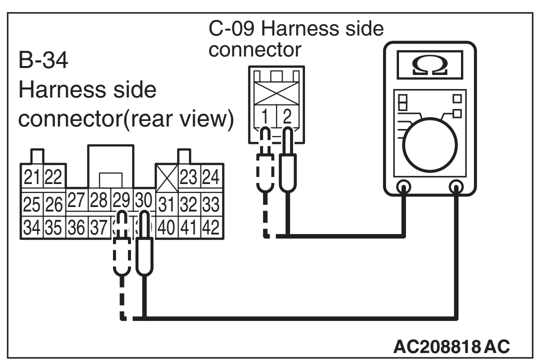
(2) Disconnect SRS-ECU connector B-34.



(3) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.



(4) Resistance measurement between the following terminals.
- SRS-ECU connector B-34 terminal No.29 and harness side connector C-09 terminal No.1
- SRS-ECU connector B-34 terminal No.30 and harness side connector C-09 terminal No.2

OK: Continuity (Less than 2 Ω)

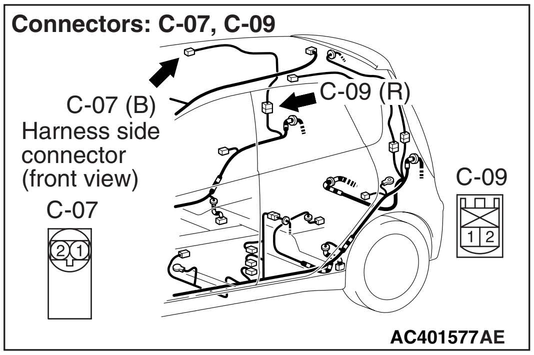
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Q: Are the check results normal?

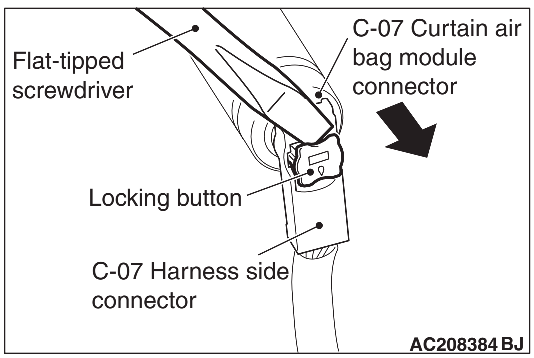
YES : Go to Step 4.

NO : Repair the harness wire between SRS-ECU connector B-34 (terminal No.29 and 30) and harness side connector C-09 (terminal No.1 and 2).

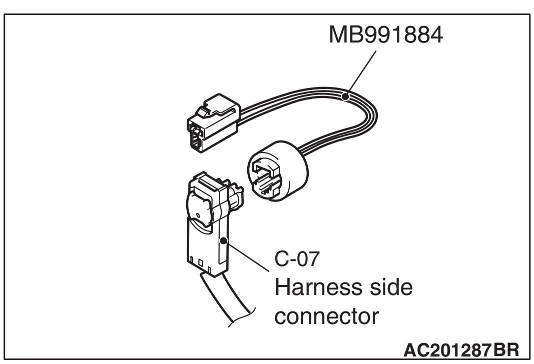
STEP 3. Resistance measurement between curtain air bag module (RH) side connector C-09 (terminal No.1 and 2) and the curtain air bag module C-07 (terminal No.1 and 2).



(1) Disconnect the negative battery terminal.

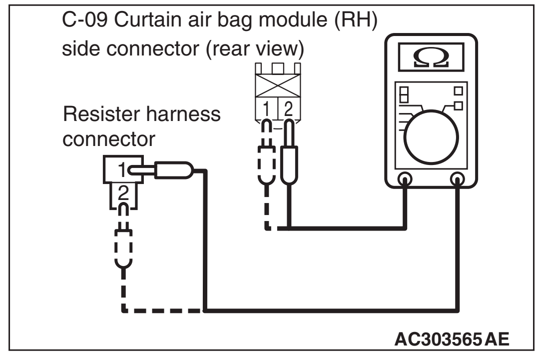


(2) Disconnect harness side connector C-09 and curtain air bag module connector C-07, and measure at the wiring harness side. For connector C-07, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



(3) Connect C-07 harness side connector to special tool resistor harness (MB991884).

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between the following terminals.

- Curtain air bag module (RH) side connector C-09 terminal No.1 and special tool terminal No.2
- Curtain air bag module (RH) side connector C-09 terminal No.2 and special tool terminal No.1

OK: Continuity (Less than 2 Ω)

Q: Are the check results normal?

YES : Replace the curtain air bag module (Refer to P.52B-152).

NO : Repair the harness wire between curtain air bag module (RH) side connector C-09 (terminal No.1 and 2) and curtain air bag module connector C-07 (terminal No.1 and 2).

STEP 4. Check whether the diagnosis code is reset.

Q: Is diagnosis code No.3B set?

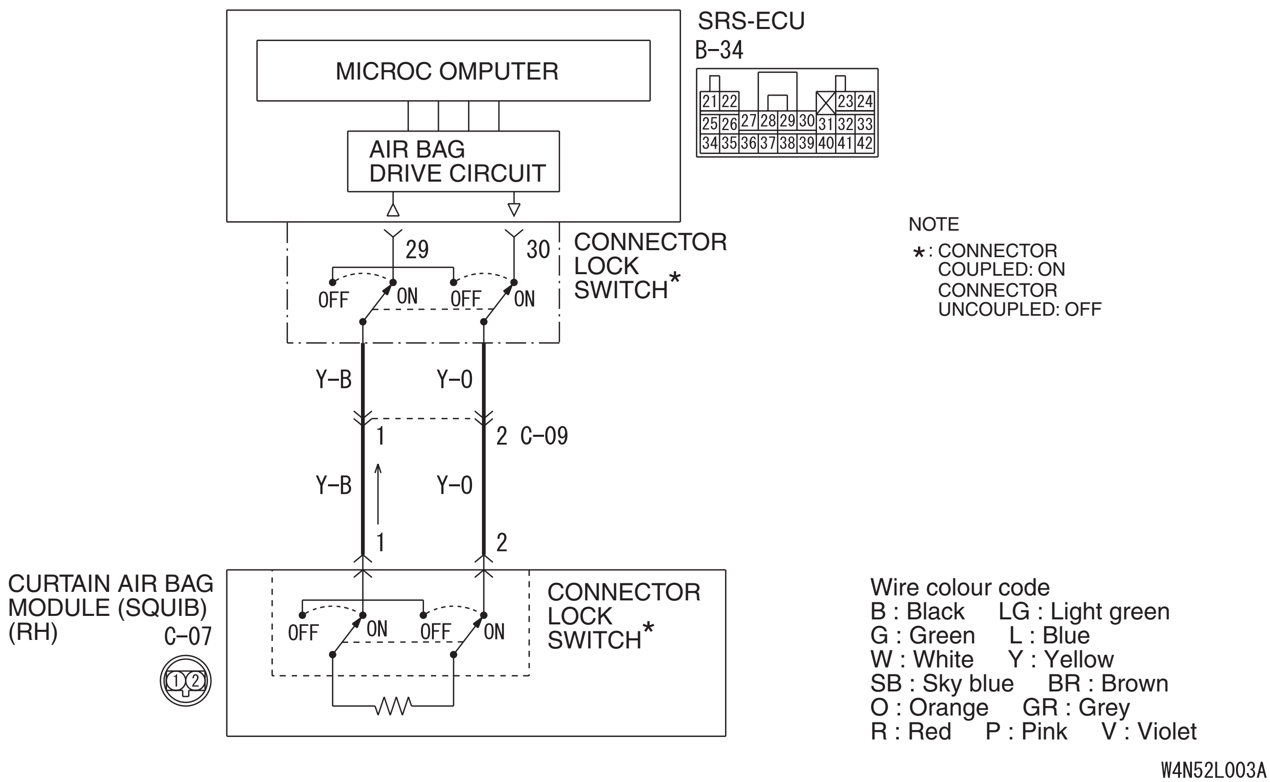
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.3E: Curtain air bag module (squib) (RH) system (short-circuited to the power supply)

Curtain Air Bag Module (Squib) (RH) Circuit



AC510221AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the side impact sensors and the side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the curtain air bag module will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the curtain air bag module squib (RH) wire(s) are short-circuited to the power supply.

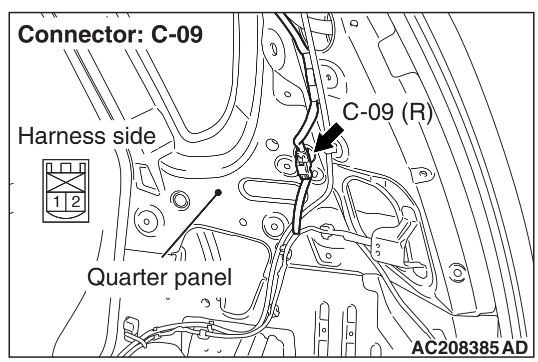
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the power supply in the curtain air bag module (squib) (RH) harness
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

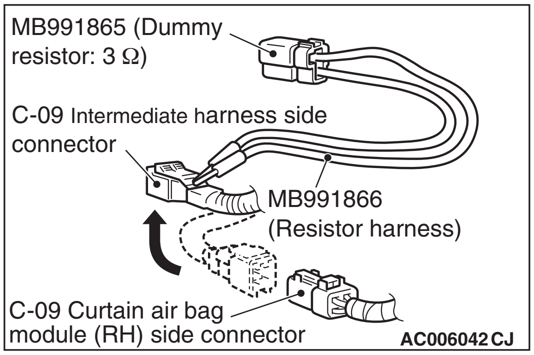
STEP 1. Check the diagnosis code by connecting a dummy resistor (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring harness).

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(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

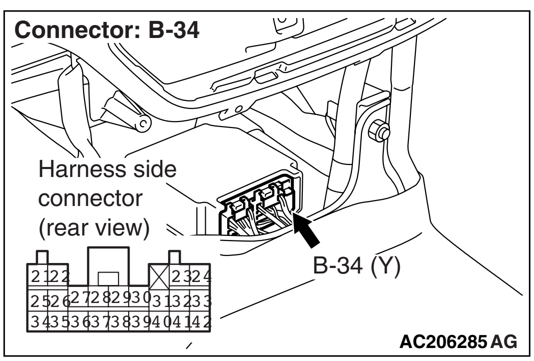
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Connect special tool (MB991866) to the C-09 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 3E set?
YES : Go to Step 2.
NO : Go to Step 3.

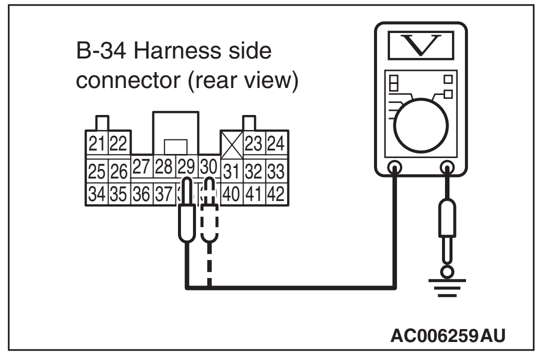
STEP 2. Voltage measurement at the SRS-ECU connector B-34.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-34.
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

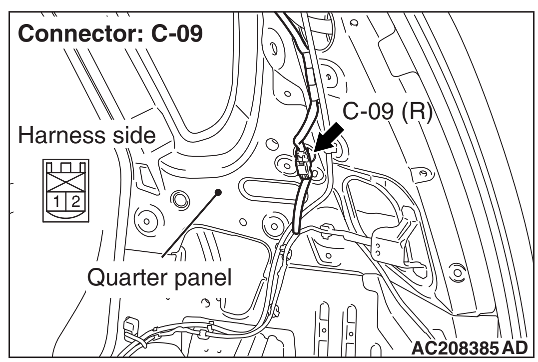
(5) Voltage measurement between B-34 harness side connector terminals 29, 30 and body earth.

OK: 0 V

Q: Is the check results normal?
YES : Go to Step 4.
NO : Repair the harness wire between SRS-ECU connector B-34 (terminal No.29 and 30) and curtain air bag module (RH) side connector C-09 (terminal No.1 and 2).

STEP 3. Voltage measurement at the curtain air bag harness connector C-09.

(1) Disconnect the negative battery terminal.

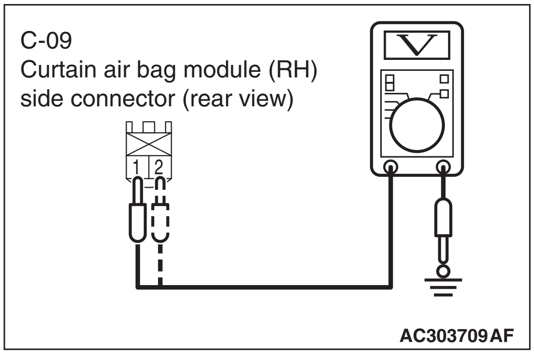


(2) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring harness).
(3) Connect the negative battery terminal.

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(4) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Voltage measurement between C-09 curtain air bag module (RH) side connector terminals 1, 2 and body earth.

OK: 0 V

Q: Is the check results normal?

YES : Replace the curtain air bag module (Refer to P.52B-152).

NO : Repair the harness wire between curtain air bag module (RH) connector C-09 (terminal No.1 and 2) and curtain air bag module connector C-07 (terminal No.1 and 2).

STEP 4. Check whether the diagnosis code is reset.

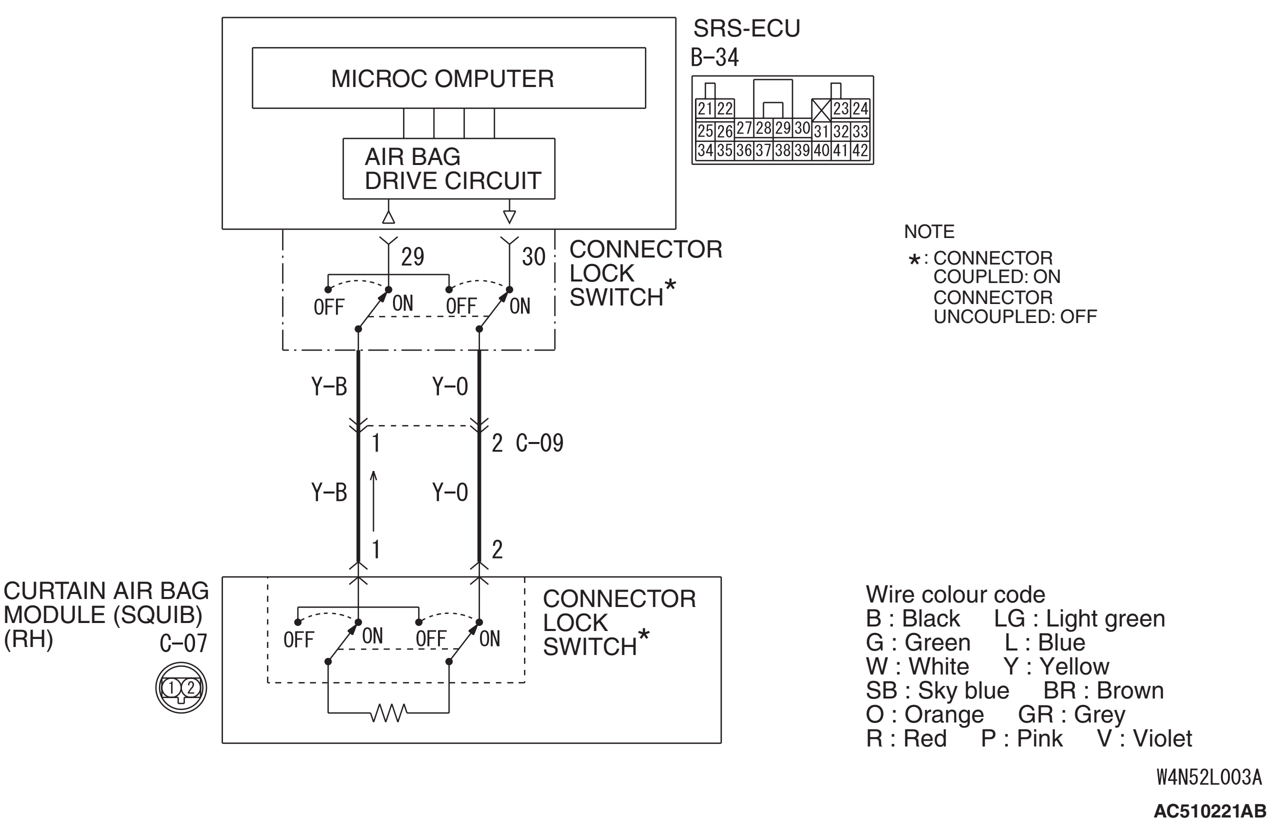
Q: Is diagnosis code 3E set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.3F: Curtain air bag module (squib) (RH) system (short-circuited to the earth)

Curtain Air Bag Module (Squib) (RH) Circuit



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OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the side impact sensors and the side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the curtain air bag module will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the curtain air bag module squib (RH) wire(s) are short-circuited to the earth.

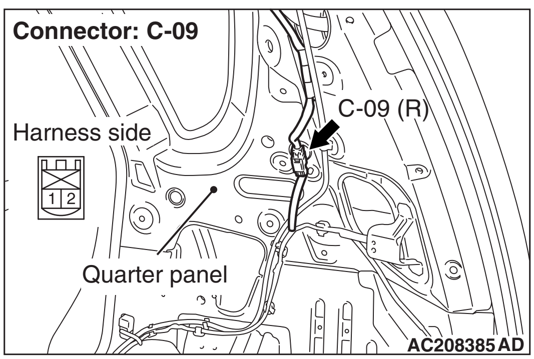
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the earth in the curtain air bag module (squib) (RH) harness
- Malfunction of the SRS-ECU

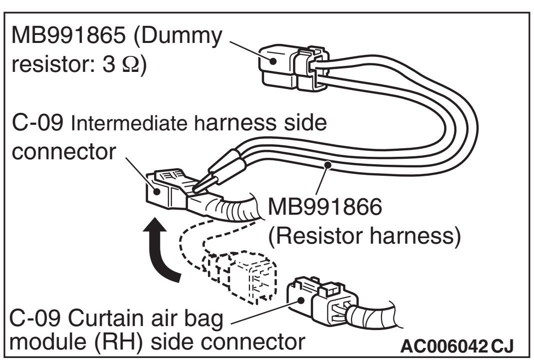
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring harness).



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ **CAUTION**

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Connect special tool (MB991866) to the C-09 harness side connector by backprobing.

(5) Connect the negative battery terminal.

(6) Erase diagnosis code memory, and check the diagnosis code.

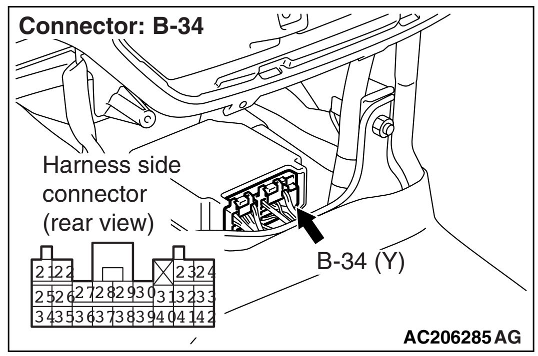
Q: Is diagnosis code 3F set?

YES : Go to Step 2.

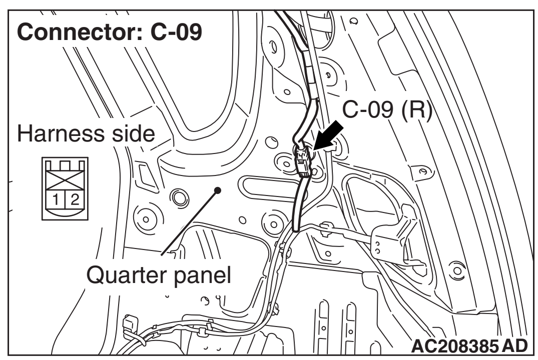
NO : Go to Step 3.

STEP 2. Resistance measurement at the SRS-ECU connector B-34.

(1) Disconnect the negative battery terminal.



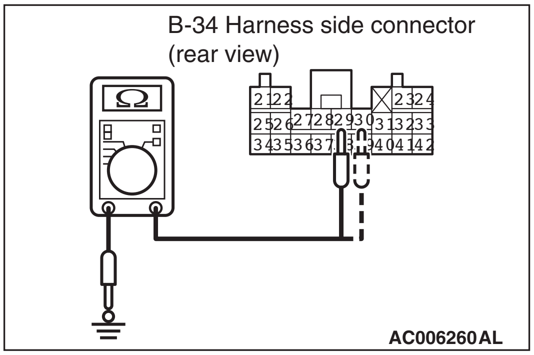
(2) Disconnect SRS-ECU connector B-34.



(3) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring harness).

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⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between B-34 harness side connector terminals 29, 30 and body earth.

OK: Open circuit

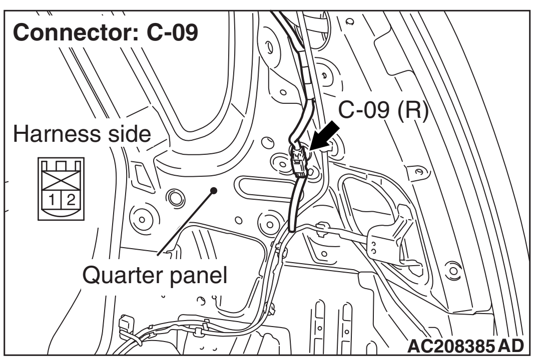
Q: Is the check result normal?

YES : Go to Step 4.

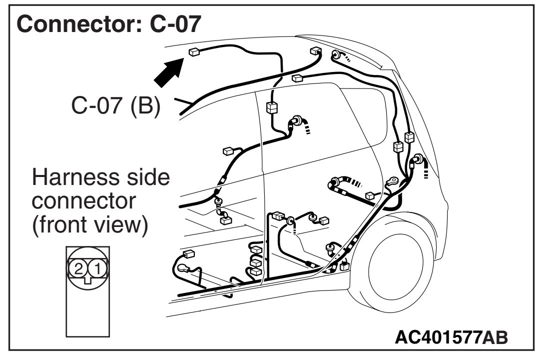
NO : Repair the harness wire between SRS-ECU connector B-34 (terminal No.29 and 30) and harness side connector C-09 (terminal No.1 and 2).

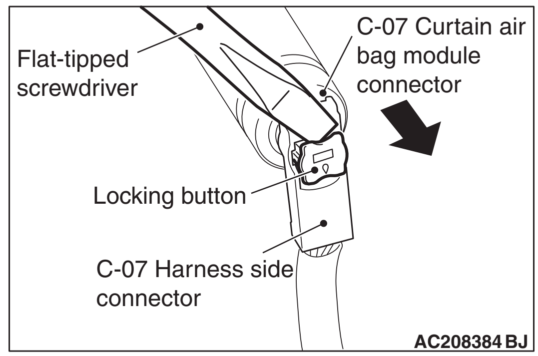
STEP 3. Resistance measurement at the curtain air bag harness connector C-09.

(1) Disconnect the negative battery terminal.



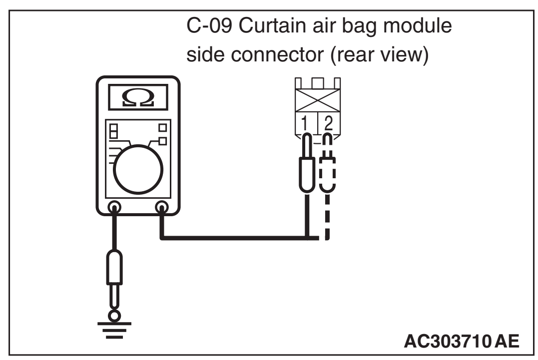
(2) Disconnect intermediate connector C-09 (connection between curtain air bag wiring harness and instrument panel wiring harness).





(3) Disconnect curtain air bag harness connector C-07. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between C-09 curtain air bag module (RH) side connector terminals 1, 2 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Replace the curtain air bag module (Refer to P.52B-152).

NO : Repair the harness wire between curtain air bag module (LH) connector C-09 (terminal No.1 and 2) and curtain air bag module connector C-07 (terminal No.1 and 2).

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STEP 4. Check whether the diagnosis code is reset.

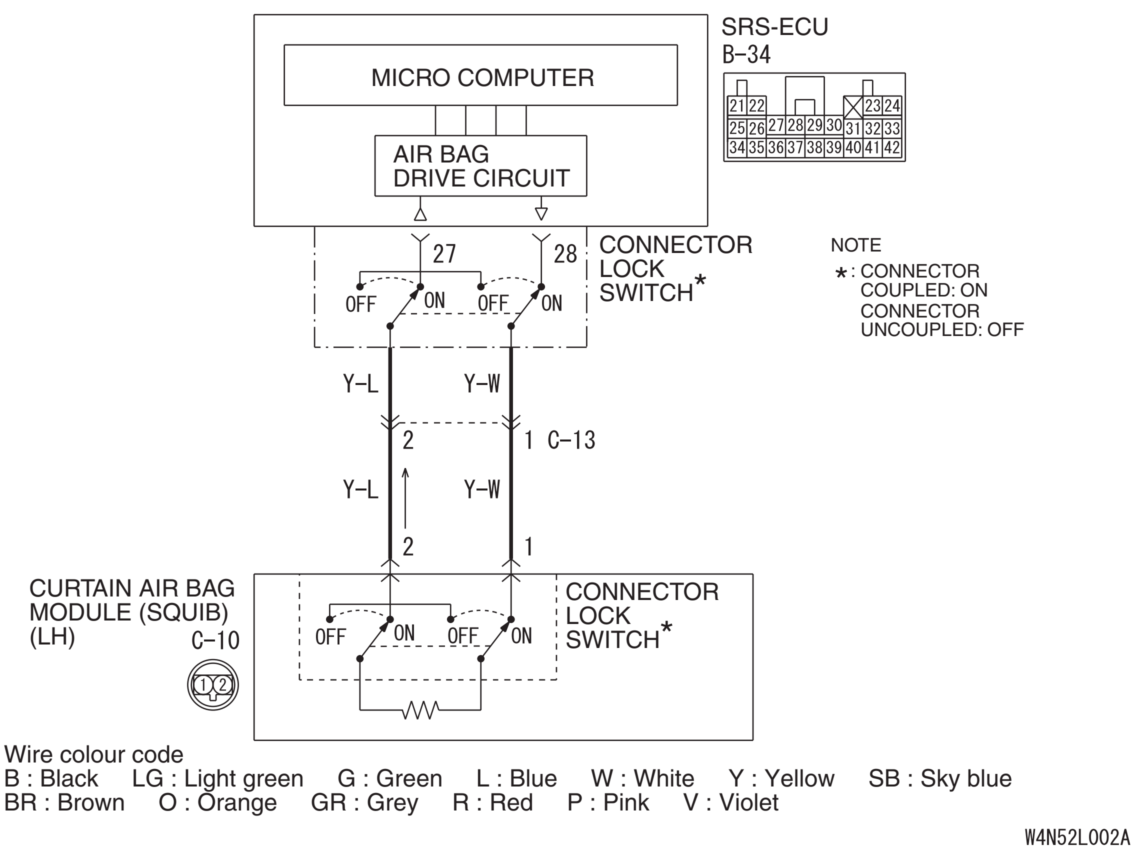
Q: Is diagnosis code 3F set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.4A: Curtain air bag module (squib) (LH) system (short-circuited between terminals of the squib circuit)

Curtain Air Bag Module (Squib) (LH) Circuit



AC510222AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the side impact sensors and the side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the curtain air bag module will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one curtain air bag module squib (LH) wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the curtain air bag module (squib) (LH) circuit terminals

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- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector B-34, C-10 or C-13 is damaged or improperly engaged, the short spring may not be released when the connector is connected.*

DIAGNOSIS PROCEDURE

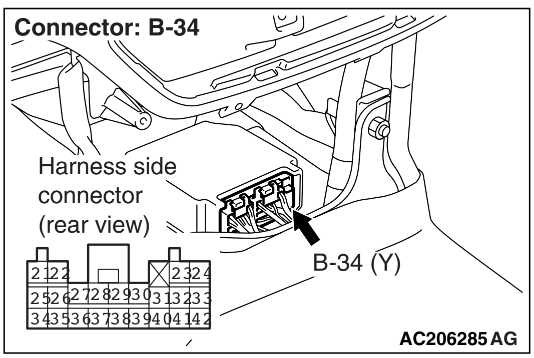
STEP 1. M.U.T.-III diagnosis code

Q: Is diagnosis code 34 set?

YES : Go to Step 2.
NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector B-34 (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



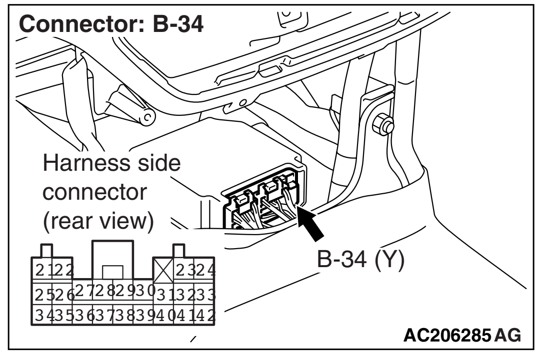
(2) Disconnect connectors B-34, and then reconnect them.
(3) Connector the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

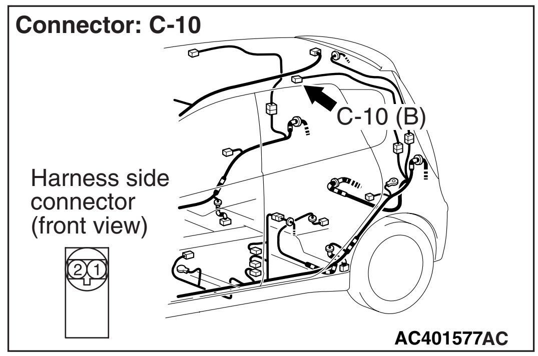
Q: Is diagnosis code 4A set?

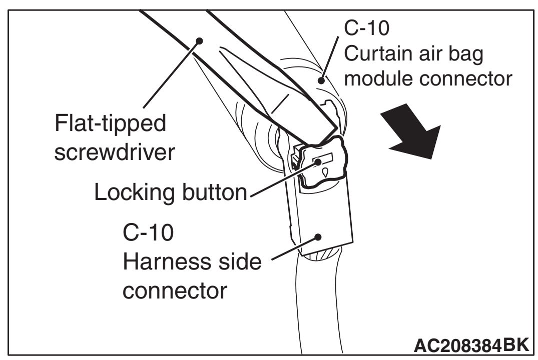
YES : Go to Step 3.
NO : The procedure is complete. It is assumed that diagnosis code 4A set as connector B-34 was engaged improperly.

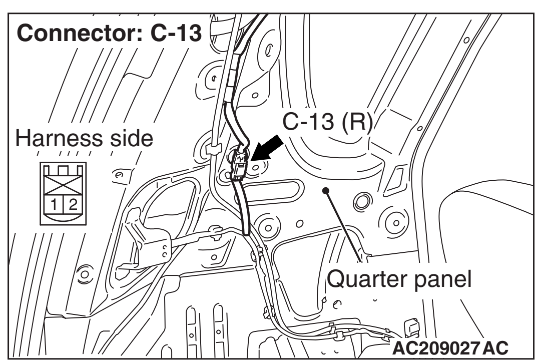
STEP 3. Connector lock check: SRS-ECU connector B-34, intermediate connector C-13 and curtain air bag module connector C-10 (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.









(2) Disconnect connectors B-34, C-13 and C-10, and then reconnect them. For connector C-10, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.
(3) Connector the negative battery terminal.

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(4) Erase the diagnosis code memory, and check the diagnosis code.

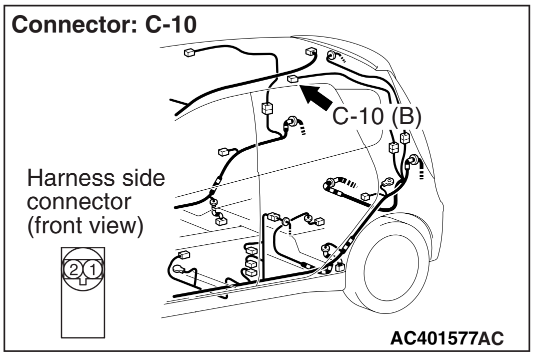
Q: Is diagnosis code 4A set?

YES : Go to Step 4.

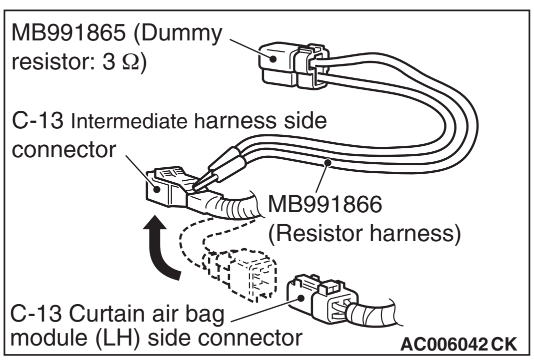
NO : The procedure is complete. It is assumed that diagnosis code 4A set as connector B-34, C-13 or C-10 was engaged improperly.

STEP 4. Check the diagnosis code by connecting a dummy resistor (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-10 (connection between curtain air bag wring harness and instrument panel wring harness).



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Connect special tool (MB991884) to the C-13 harness side connector by back probing.

(5) Connect the negative battery terminal.

(6) Erase diagnosis code memory, and then check the diagnosis code.

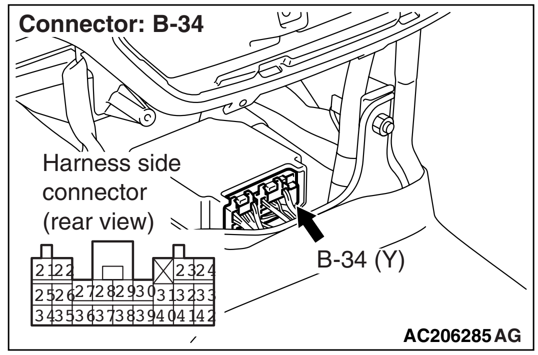
Q: Is diagnosis code 4A set?

YES : Go to Step 5.

NO : Go to Step 6.

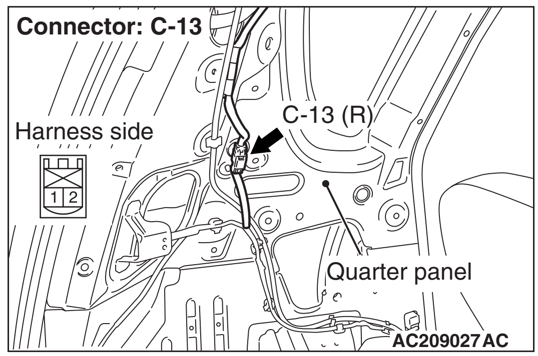
STEP 5. Resistance measurement at the SRS-ECU connector B-34.

(1) Disconnect the negative battery terminal.



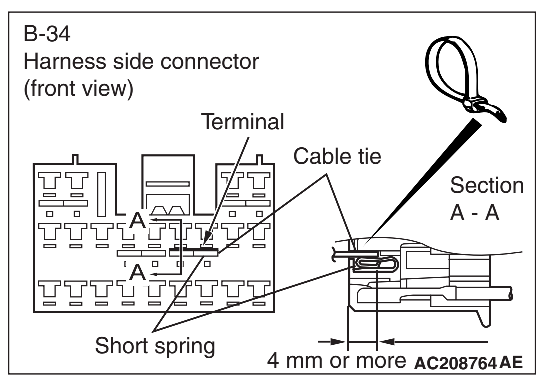
(2) Disconnect SRS-ECU connector B-34.

⚠ DANGER



To prevents the air bag from deploying unintentionally, disconnect the curtain air bag harness connector C-13 to short the squib circuit.

⚠ CAUTION

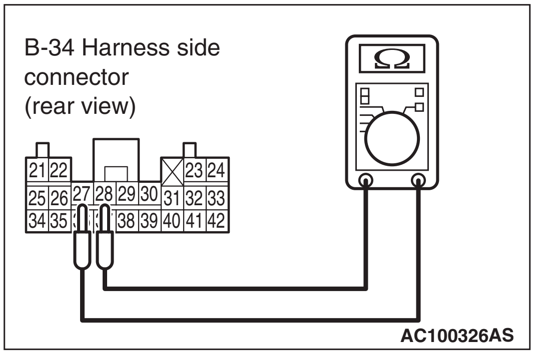


Insert an insulator such as a cable tie to a depth of 4mm or more, otherwise the short spring will not be released.

(3) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 27, 28 and the short spring to release the short spring.

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⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between B-34 harness side connector terminals 27 and 28.

OK: Open circuit

Q: Is the check result normal?

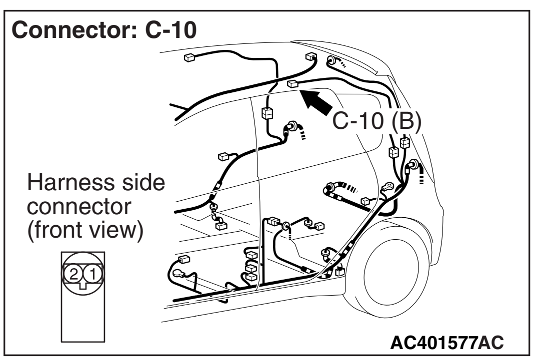
YES : Go to Step 7.

NO : Repair the harness wire between SRS-ECU connector B-34 (terminal No.27 and 28) and harness side connector C-13 (terminal No.2 and 1).

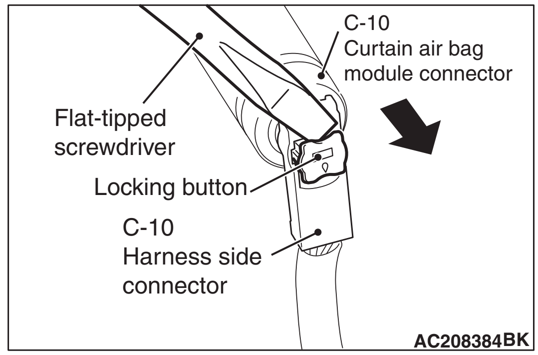
STEP 6. Resistance measurement at intermediate connector C-13.

(1) Disconnect the negative battery terminal.

⚠ DANGER



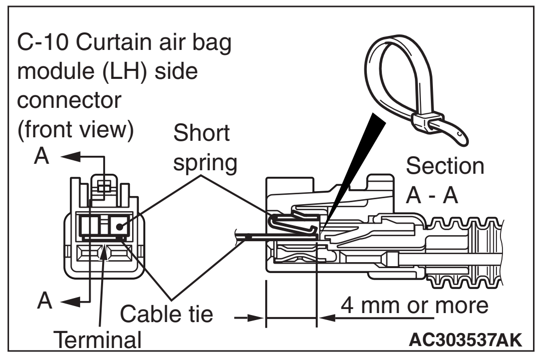
To prevents the air bag from deploying unintentionally, disconnect the curtain air bag module connector C-10 to short the squib circuit.



(2) Disconnect curtain air bag module connector C-10. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

(3) Disconnect intermediate connector C-13 (connection between curtain air bag wiring harness and instrument panel wiring harness).

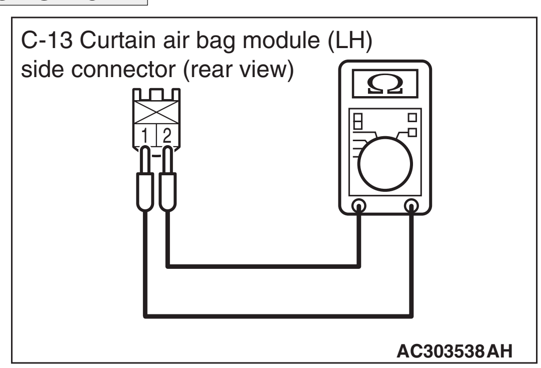
⚠ CAUTION



Insert an insulator such as a cable tie to a depth of 4mm or more, otherwise the short spring will not be released.

(4) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 1, 2 and the short spring to release the short spring.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

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(5) Resistance measurement between C-13 curtain air bag module (LH) side connector terminals 1 and 2.

OK: Open circuit

Q: Is the check result normal?

YES : Replace the curtain air bag module (Refer to P.52B-152).

NO : Repair the harness wire between curtain air bag module (LH) side connector C-13 (terminal No.1 and 2) and curtain air bag module connector C-10 (terminal No.1 and 2).

STEP 7. Check whether the diagnosis code is reset.

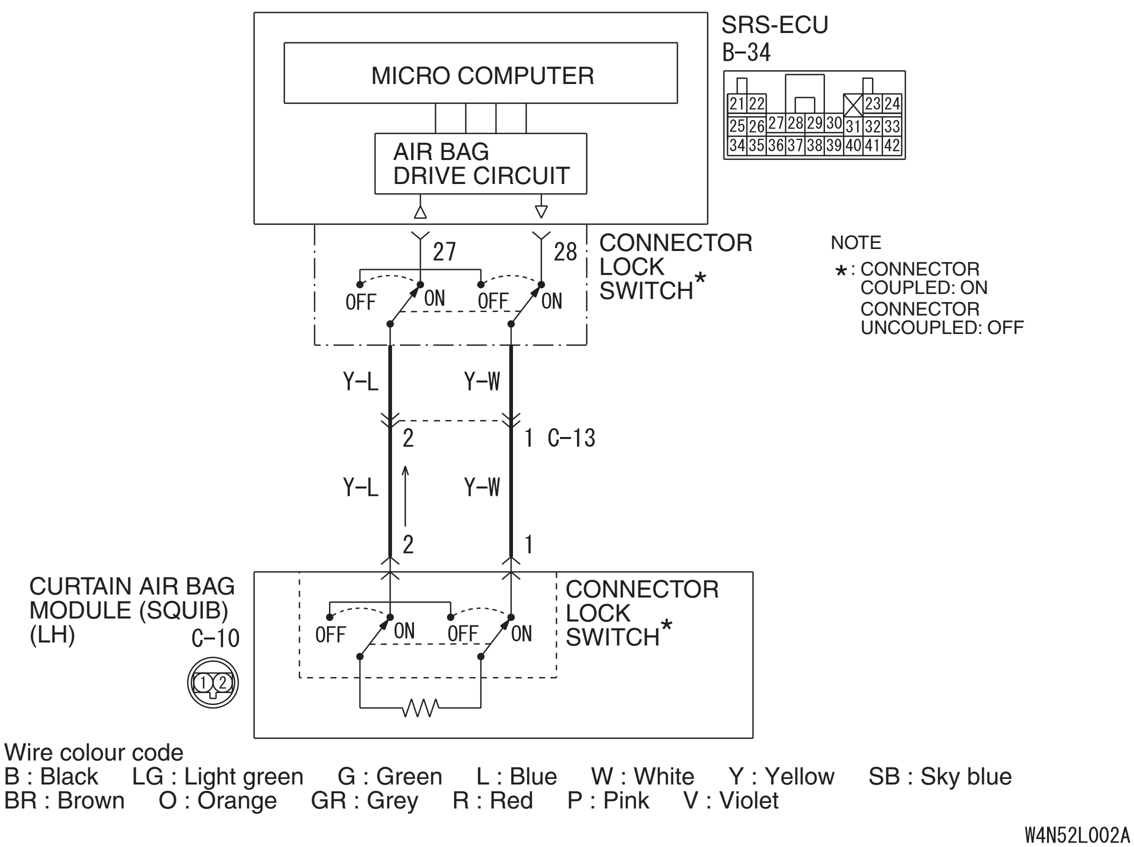
Q: Is diagnosis code 4A set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.4B: Curtain air bag module (squib) (LH) system (open-circuited in the squib circuit)

Curtain Air Bag Module (Squib) (LH) Circuit



AC510222AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the side impact sensors and the side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the curtain air bag module will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if curtain air bag module squib <LH> wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

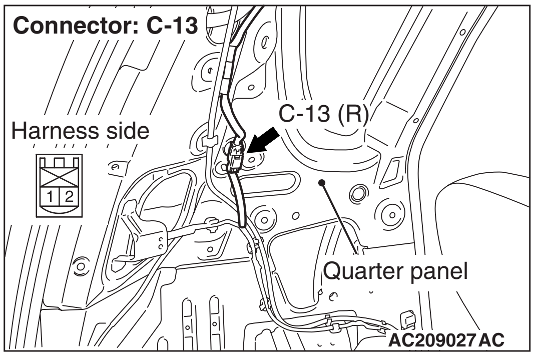
PROBABLE CAUSES

- Improper connector contact
- Open circuit in the curtain air bag module (squib) (LH) circuit
- Malfunction of the SRS-ECU

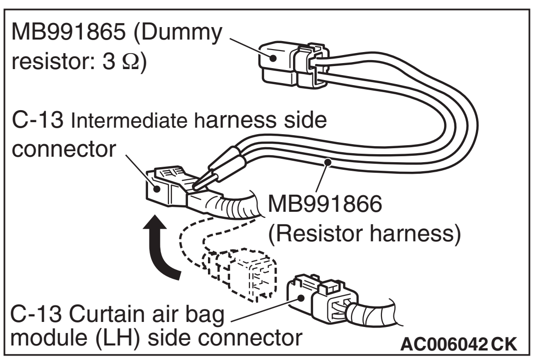
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-13 (connection between curtain air bag wiring harness and instrument panel wiring harness).



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

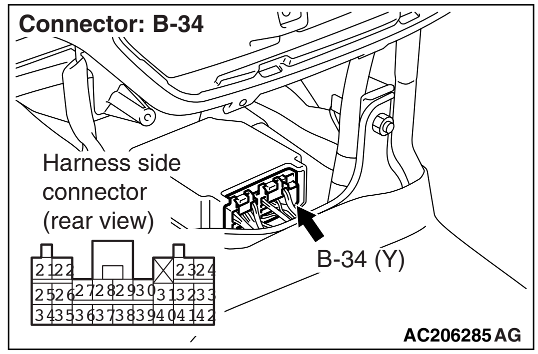
(4) Connect special tool (MB991866) to the C-13 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 4B set?

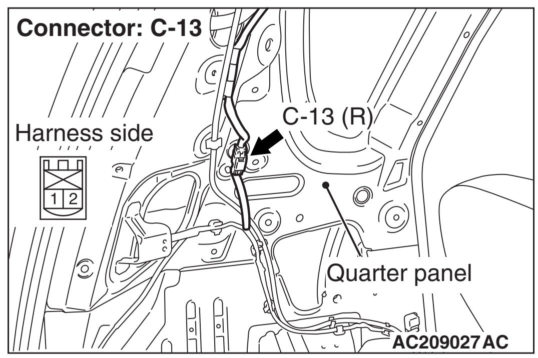
YES : Go to Step 2.
NO : Go to Step 3.

STEP 2. Resistance measurement between SRS-ECU connector B-34 (terminal No.27 and 28) and harness side connector C-13 (terminal No.2 and 1).

(1) Disconnect the negative battery terminal.



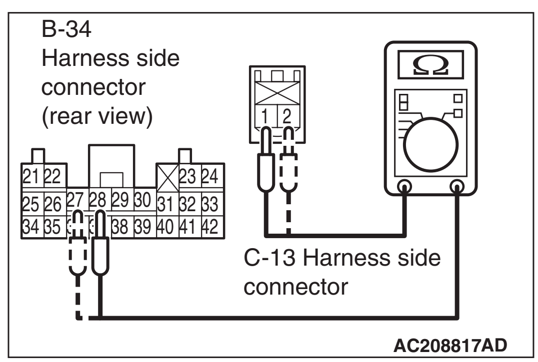
(2) Disconnect SRS-ECU connector B-34.



(3) Disconnect intermediate connector C-13 (connection between curtain air bag wiring harness and instrument panel wiring harness).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.



(4) Resistance measurement between the following terminals.
- SRS-ECU connector B-34 terminal No.27 and harness side connector C-13 terminal No.2
- SRS-ECU connector B-34 terminal No.28 and harness side connector C-13 terminal No.1

OK: Continuity (Less than 2 Ω)

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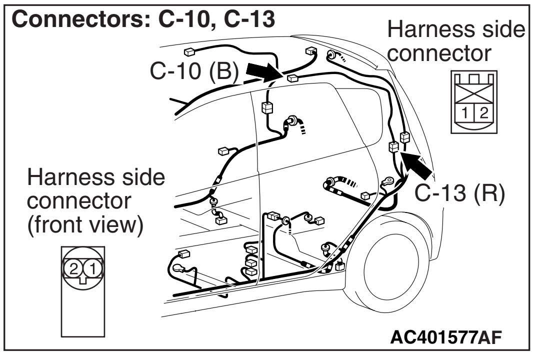
Q: Are the check results normal?

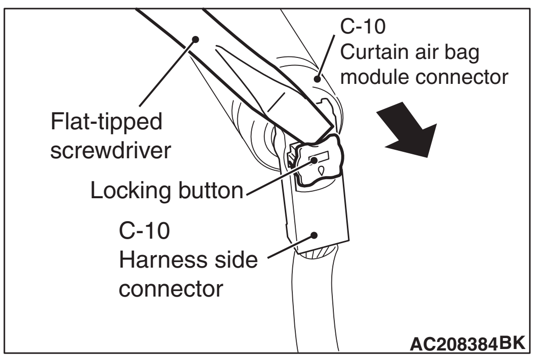
YES : Go to Step 4.

NO : Repair the harness wire between SRS-ECU connector B-34 (terminal No.27 and 28) and harness side connector C-13 (terminal No.2 and 1).

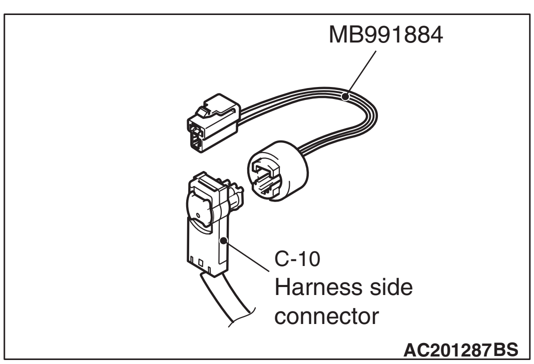
STEP 3. Resistance measurement between curtain air bag module (LH) side connector C-13 (terminal No.1 and 2) and the curtain air bag module C-10 (terminal No.1 and 2).

(1) Disconnect the negative battery terminal.



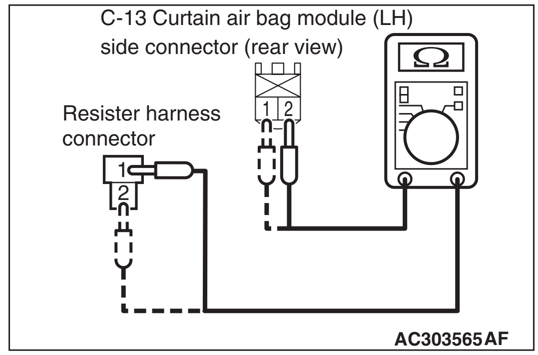


(2) Disconnect harness side connector C-13 and curtain air bag module connector C-10, and measure at the wiring harness side. For connector C-10, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



(3) Connect C-10 harness side connector to special tool resistor harness (MB991884).

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between the following terminals.

- curtain air bag module (LH) side connector C-13 terminal No.1 and special tool terminal No.2
- curtain air bag module (LH) side connector C-13 terminal No.2 and special tool terminal No.1

OK: Continuity (Less than 2 Ω)

Q: Are the check results normal?

YES : Replace the curtain air bag module (Refer to P.52B-152).

NO : Repair the harness wire between curtain air bag module (LH) side connector C-13 (terminal No.1 and 2) and curtain air bag module connector C-10 (terminal No.1 and 2).

STEP 4. Check whether the diagnosis code is reset.

Q: Is diagnosis code No.4B set?

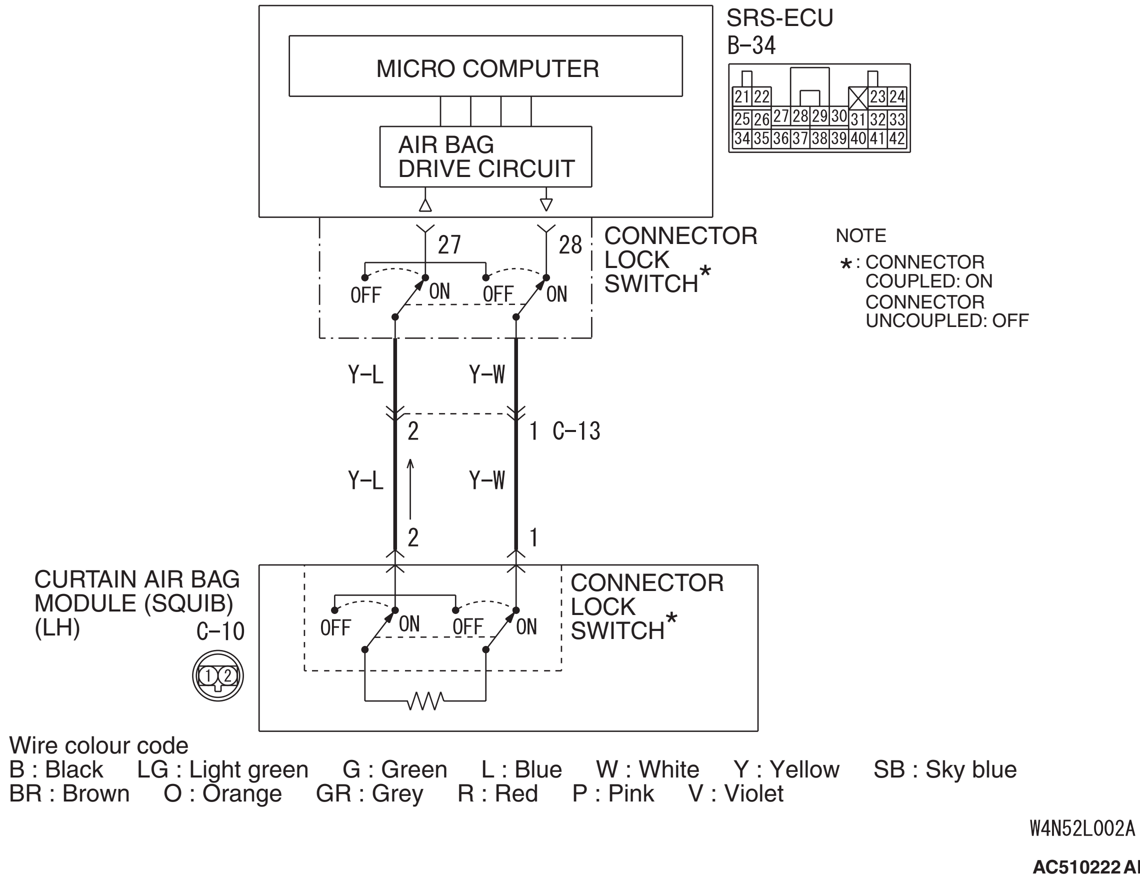
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.4E: Curtain air bag module (squib) (LH) system (short-circuited to the power supply)

Curtain Air Bag Module (Squib) (LH) Circuit



OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the side impact sensors and the side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the curtain air bag module will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the curtain air bag module squib (LH) wire(s) are short-circuited to the power supply.

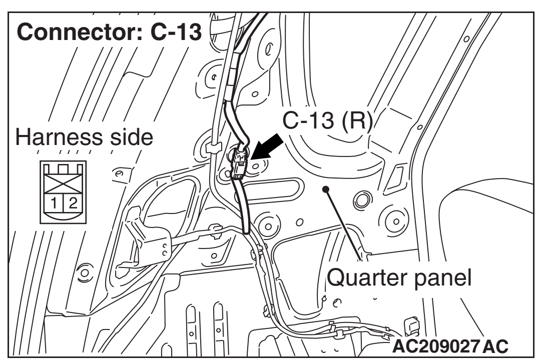
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the power supply in the curtain air bag module (squib) (LH) harness
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

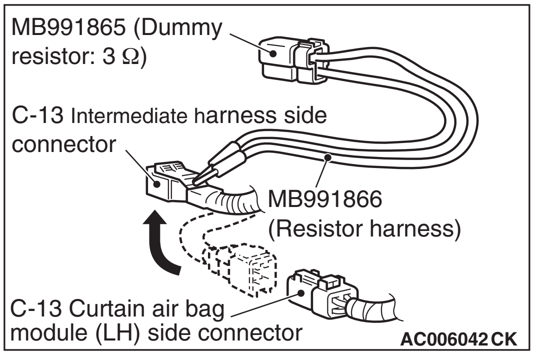
STEP 1. Check the diagnosis code by connecting a dummy resistor (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-13 (connection between curtain air bag wiring harness and instrument panel wiring harness).

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(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

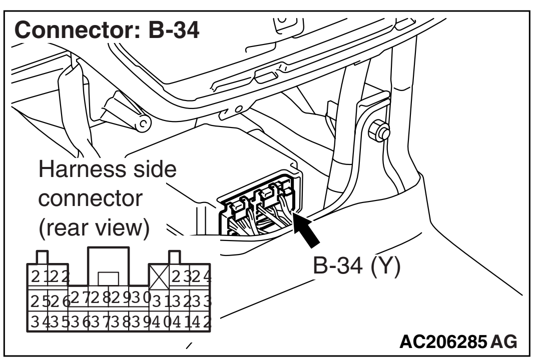
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Connect special tool (MB991866) to the C-13 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 4E set?
YES : Go to Step 2.
NO : Go to Step 3.

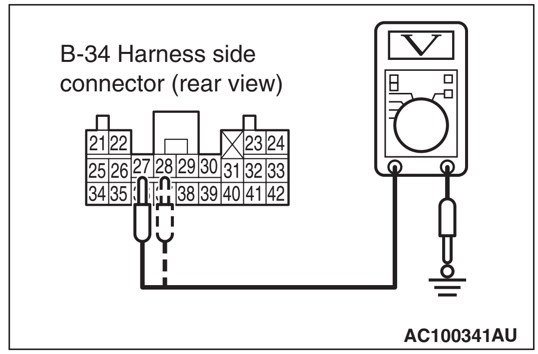
STEP 2. Voltage measurement at the SRS-ECU connector B-34.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-34.
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

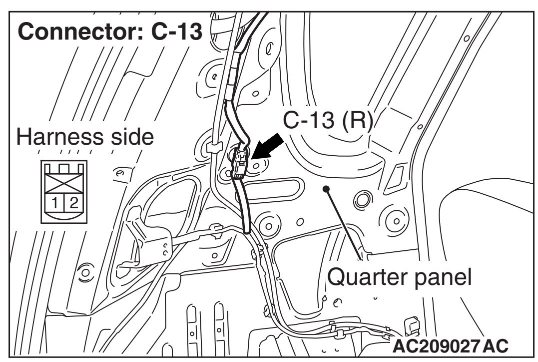
(5) Voltage measurement between B-34 harness side connector terminals 27, 28 and body earth.

OK: 0 V

Q: Is the check results normal?
YES : Go to Step 4.
NO : Repair the harness wire between SRS-ECU connector B-34 (terminal No.27 and 28) and curtain air bag module (LH) side connector C-13 (terminal No.2 and 1).

STEP 3. Voltage measurement at the curtain air bag harness connector C-13.

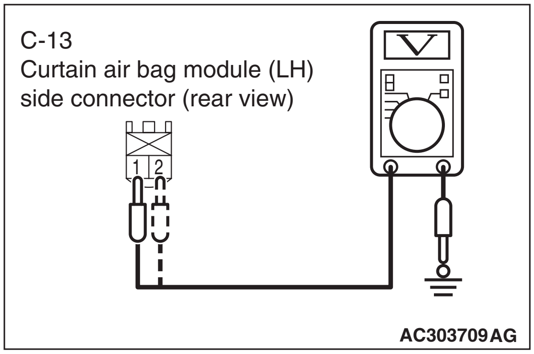
(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-13 (connection between curtain air bag harness and floor harness).
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

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⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Voltage measurement between C-13 curtain air bag module (LH) side connector terminals 1, 2 and body earth.

OK: 0 V

Q: Is the check results normal?

YES : Replace the curtain air bag module (Refer to P.52B-152).

NO : Repair the harness wire between curtain air bag module (LH) connector C-13 (terminal No.1 and 2) and curtain air bag module connector C-10 (terminal No.1and 2).

STEP 4. Check whether the diagnosis code is reset.

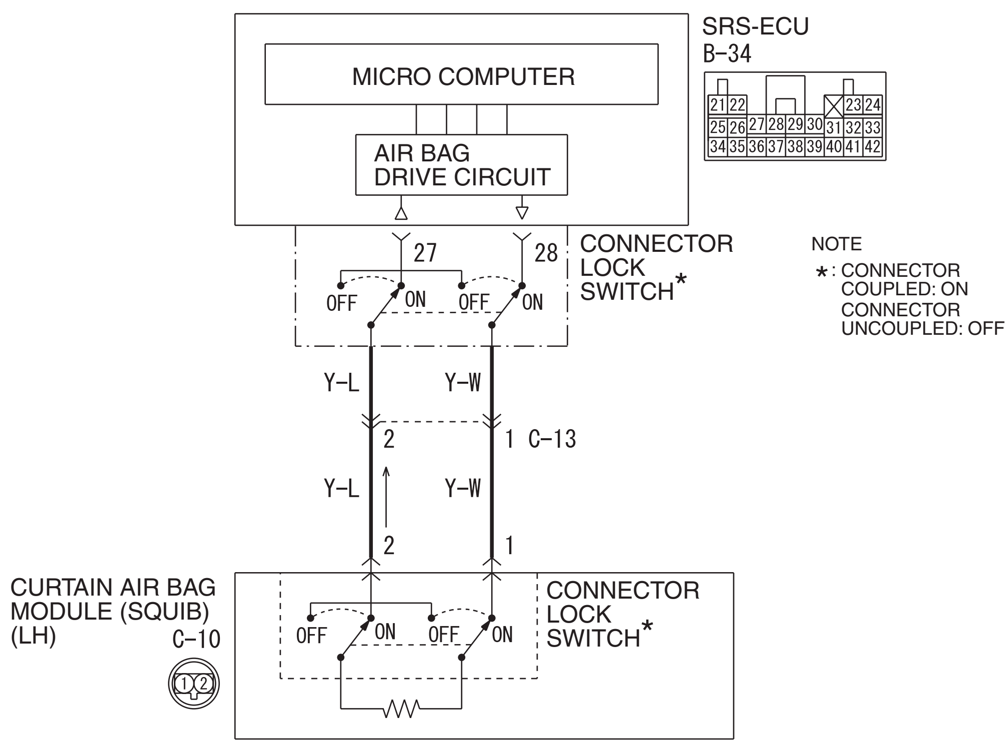
Q: Is diagnosis code 4E set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.4F: Curtain air bag module (squib) (LH) system (short-circuited to the earth)

Curtain Air Bag Module (Squib) (LH) Circuit



Wire colour code
B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Grey R : Red P : Pink V : Violet

W4N52L002A

AC510222AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the side impact sensors and the side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the curtain air bag module will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the curtain air bag module squib (LH) wire(s) are short-circuited to the earth.

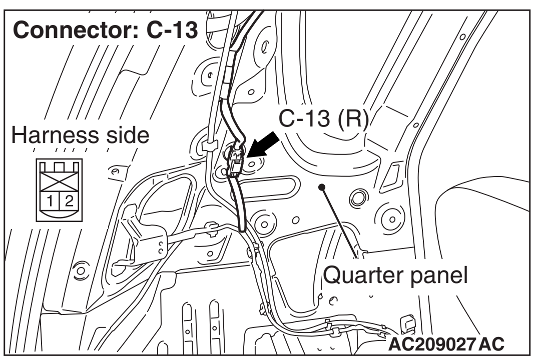
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the earth in the curtain air bag module (squib) (LH) harness
- Malfunction of the SRS-ECU

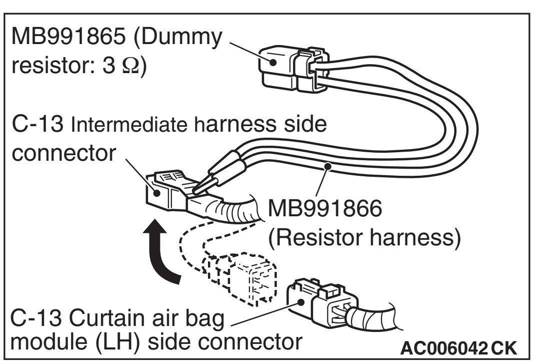
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor (M.U.T.-III diagnosis code).

(1) Disconnect the negative battery terminal.



(2) Disconnect intermediate connector C-13 (connection between curtain air bag wiring harness and instrument panel wiring harness).



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ **CAUTION**

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Connect special tool (MB991866) to the C-13 harness side connector by backprobing.

(5) Connect the negative battery terminal.

(6) Erase diagnosis code memory, and check the diagnosis code.

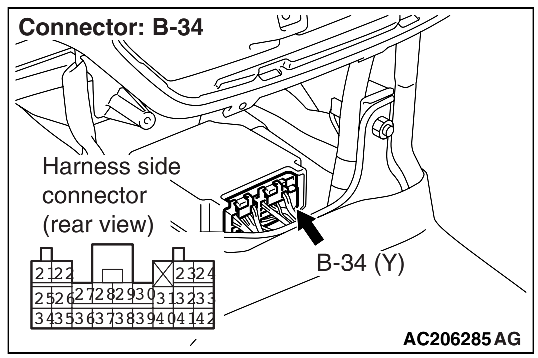
Q: Is diagnosis code 4F set?

YES : Go to Step 2.

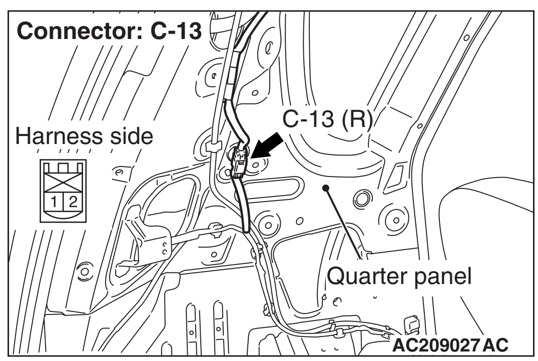
NO : Go to Step 3.

STEP 2. Resistance measurement at the SRS-ECU connector B-34.

(1) Disconnect the negative battery terminal.



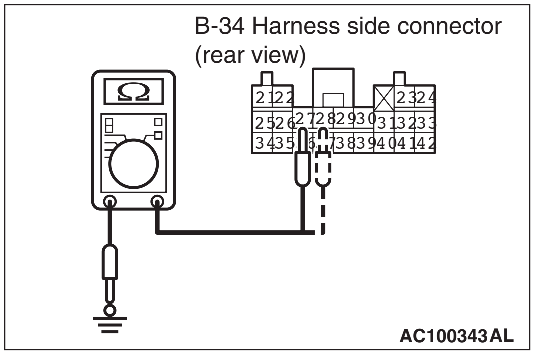
(2) Disconnect SRS-ECU connector B-34.



(3) Disconnect intermediate connector C-13 (connection between curtain air bag wiring harness and instrument panel wiring harness).

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⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between B-34 harness side connector terminals 27, 28 and body earth.

OK: Open circuit

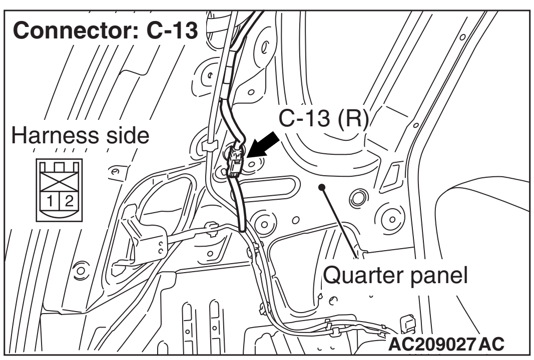
Q: Is the check result normal?

YES : Go to Step 4.

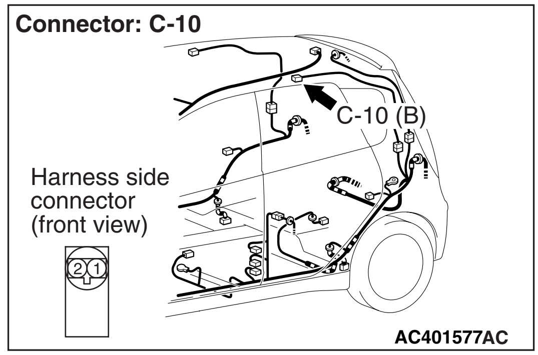
NO : Repair the harness wire between SRS-ECU connector B-34 (terminal No.27 and 28) and harness side connector C-13 (terminal No.2 and 1).

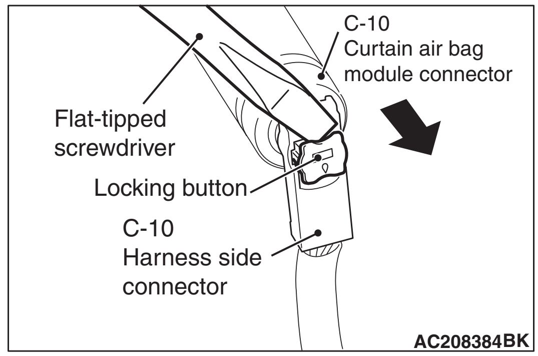
STEP 3. Resistance measurement at the curtain air bag harness connector C-13.

(1) Disconnect the negative battery terminal.



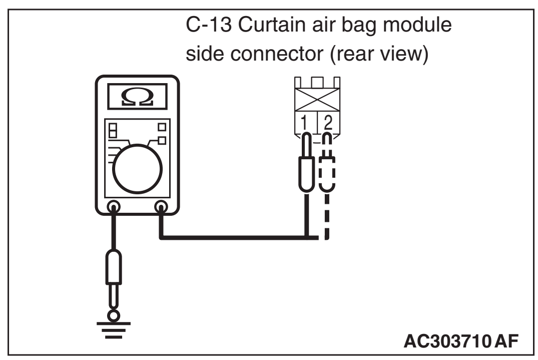
(2) Disconnect intermediate connector C-13 (connection between curtain air bag wiring harness and instrument panel wiring harness).





(3) Disconnect curtain air bag harness connector C-10. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between C-13 curtain air bag module (LH) side connector terminals 1, 2 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Replace the curtain air bag module (Refer to P.52B-152).

NO : Repair the harness wire between curtain air bag module (LH) connector C-13 (terminal No.1 and 2) and curtain air bag module connector C-10 (terminal No.1 and 2).

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STEP 4. Check whether the diagnosis code is reset.

Q: Is diagnosis code 4F set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.3C, 3D, 4C, 4D, 14, 15, 16, 17, 31, 32, 45, 51, 52, 54, 55, 56, 57, 58, 59, 73, 74, 83, 84 system inside SRS-ECU

DIAGNOSIS CODE SET CONDITIONS

These diagnosis codes are set when a fault is detected in the SRS-ECU. The most likely causes for this code to be set are shown in the table below:

Code No.	Part/Circuit integral to SRS-ECU	Trouble causes
3C	Curtain air bag module (squib) (RH) (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
3D		• Open circuit in the squib ignition drive circuit
4C	Curtain air bag module (squib) (LH) (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
4D		• Open circuit in the squib ignition drive circuit
14	Analogue G-sensor	• When the analogue G-sensor is not operating • When the characteristics of the analogue G-sensor are abnormal • When the output from the analogue G-sensor is abnormal
15	Safing G-sensor (for frontal collision)	• Short circuit in the safing G-sensor
16		• Open circuit in the safing G-sensor
17	Safing G-sensor (for side collision)	• When the safing G-sensor is not operating • When the characteristics of the safing G-sensor are abnormal • When the output from the safing G-sensor is abnormal
31	Capacitor circuit	• Voltage at the capacitor terminal is higher than the specified value for five seconds or more
32		• Voltage at the capacitor terminal is lower than the specified value for five seconds or more (This is not detected if diagnosis code No.41 or 42 indicating battery positive voltage drop has been sent).
45	Non-volatile memory (EEPROM) and A/D converter	• When the non-volatile memory (EEPROM) and A/D converter system are abnormal
51	Driver's air bag module (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
52		• Open circuit in the squib ignition drive circuit
54	Passenger's (front) air bag module (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
55		• Open circuit in the squib ignition drive circuit

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Code No.	Part/Circuit integral to SRS-ECU	Trouble causes
56	Driver's seat belt pre-tensioner (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
57		• Open circuit in the squib ignition drive circuit
58	Passenger's (front) seat belt pre-tensioner (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
59		• Open circuit in the squib ignition drive circuit
73	Side-airbag module (RH) (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
74		• Open circuit in the squib ignition drive circuit
83	Side-airbag module (LH) (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
84		• Open circuit in the squib ignition drive circuit

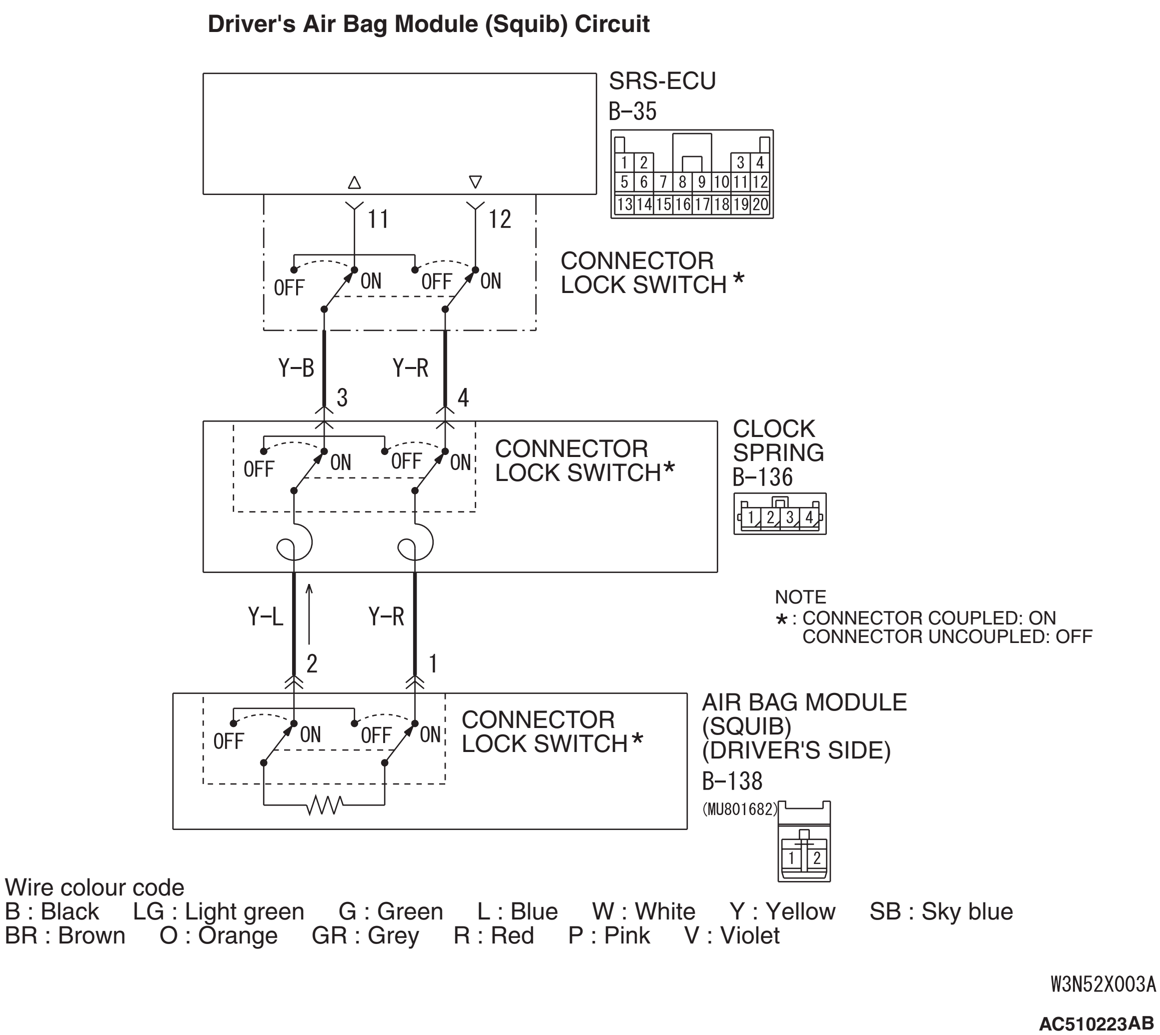
PROBABLE CAUSE

- Malfunction of the SRS-ECU

DIAGNOSIS

Replace the SRS-ECU (Refer to P.52B-143).

Code No.21: Driver's air bag module (squib) system (short-circuited between terminals of the squib circuit)



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OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one driver's air bag squib wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit in the clock spring
- Short circuit between the driver's air bag module (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector B-35, B-136 or B-138 is damaged or improperly engaged, the short spring may not be released when the connector is connected.*

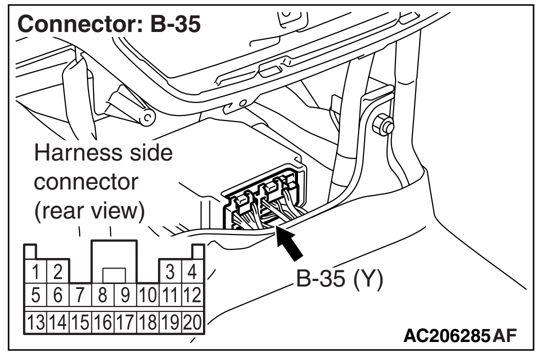
DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-III diagnosis code.

Q: Is diagnosis code 34 set?
YES : Go to Step 2.
NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector B-35. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.

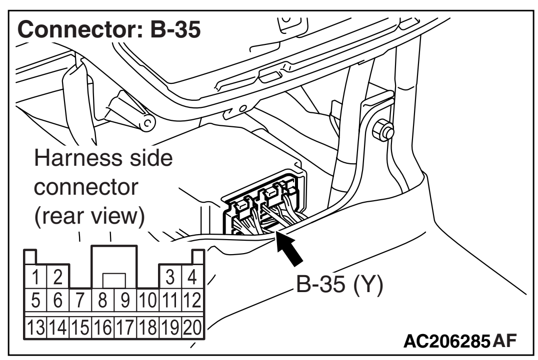


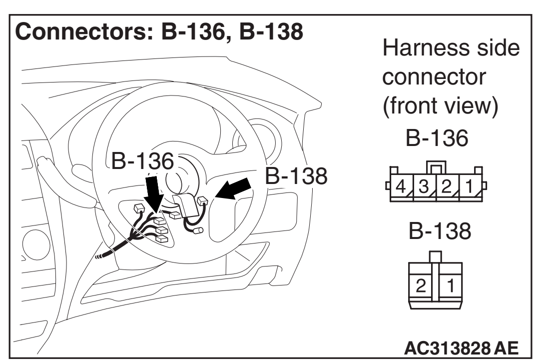
(2) Disconnect connectors B-35 and then reconnect them.
(3) Connect the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 21 set?
YES : Go to Step 4.
NO : The procedure is complete. It is assumed that diagnosis code 21 set as connector B-35 was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector B-35, clock spring connector B-136 and driver's air bag module connector B-138. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect connectors B-35, B-136 and B-138, and then reconnect them.

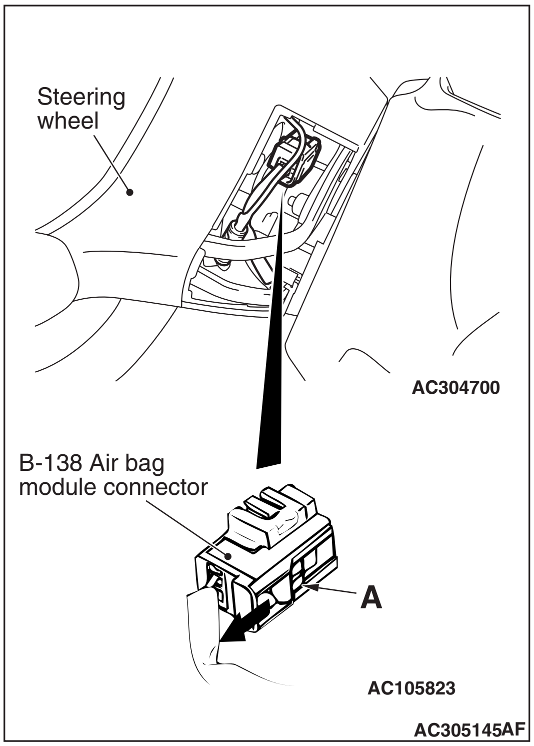
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(3) Connect the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

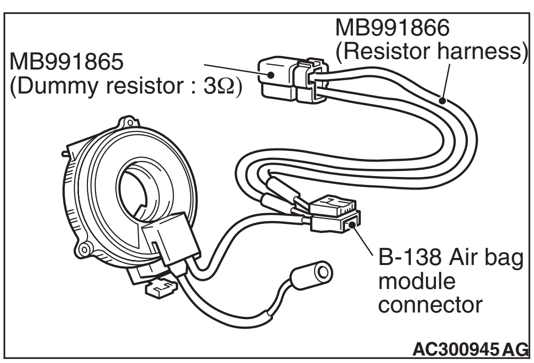
Q: Is diagnosis code 21 set?
YES : Go to Step 4.
NO : The procedure is complete. It is assumed that diagnosis code 21 set as connector B-35, B-136 or B-138 was engaged improperly.

STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) By sliding the A section (in the figure) of air bag module connector B-138 in the arrow direction, disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

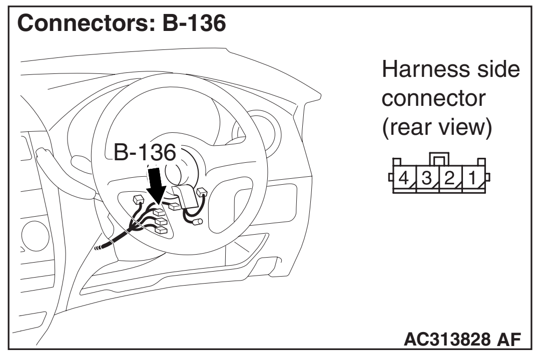
⚠ CAUTION
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

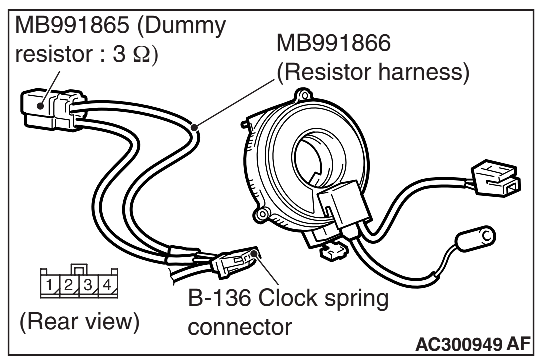
(4) Insert special tool (MB991866) into clock spring side air bag module connector B-138 by backprobing.
(5) Connect the negative battery terminal.
(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 21 set?
YES : Go to Step 5.
NO : Replace the driver's air bag module (Refer to P.52B-145).

STEP 5. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect the clock spring connector B-136.
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into clock spring harness side connector B-136 (terminal No.3 and 4) by backprobing.
(5) Connect the negative battery terminal.
(6) Erase the diagnosis code memory, and check the diagnosis code.

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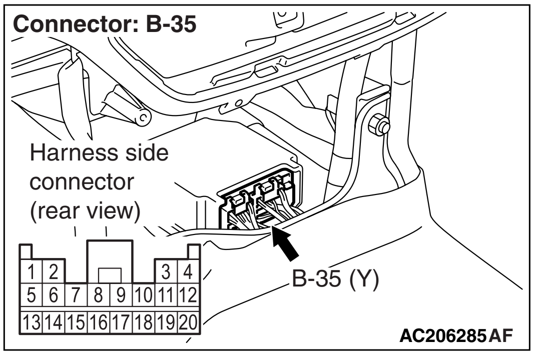
Q: Is diagnosis code 21 set?

YES : Go to Step 6.

NO : Replace the clock spring (Refer to P.52B-145).

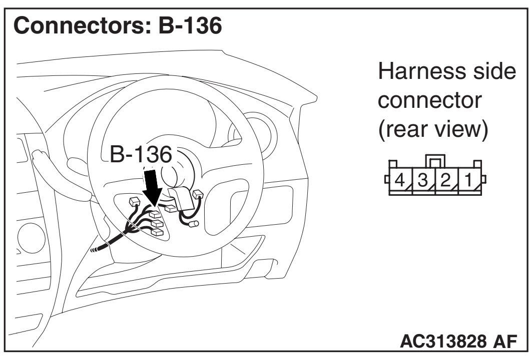
STEP 6. Resistance measurement at the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

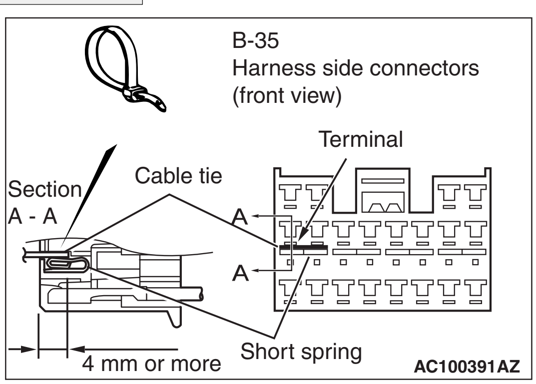
⚠ ***DANGER***



To prevents the air bag from deploying unintentionally, disconnect the clock spring connector B-136 to short the squib circuit.

(3) Disconnect the clock spring connector B-136.

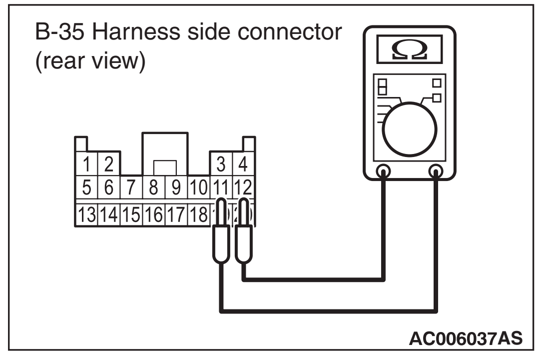
⚠ **CAUTION**



Insert an insulator such as a cable tie to a depth of 4 mm or more, otherwise the short spring will not be released.

(4) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 11, 12 and the short spring to release the short spring.

⚠ **CAUTION**



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Resistance measurement between B-35 harness side connector terminals 11 and 12.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 7.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.11 and 12) and clock spring connector B-136 (terminal No.3 and 4).

STEP 7. Check whether the diagnosis code is reset.

Q: Is diagnosis code 21 set?

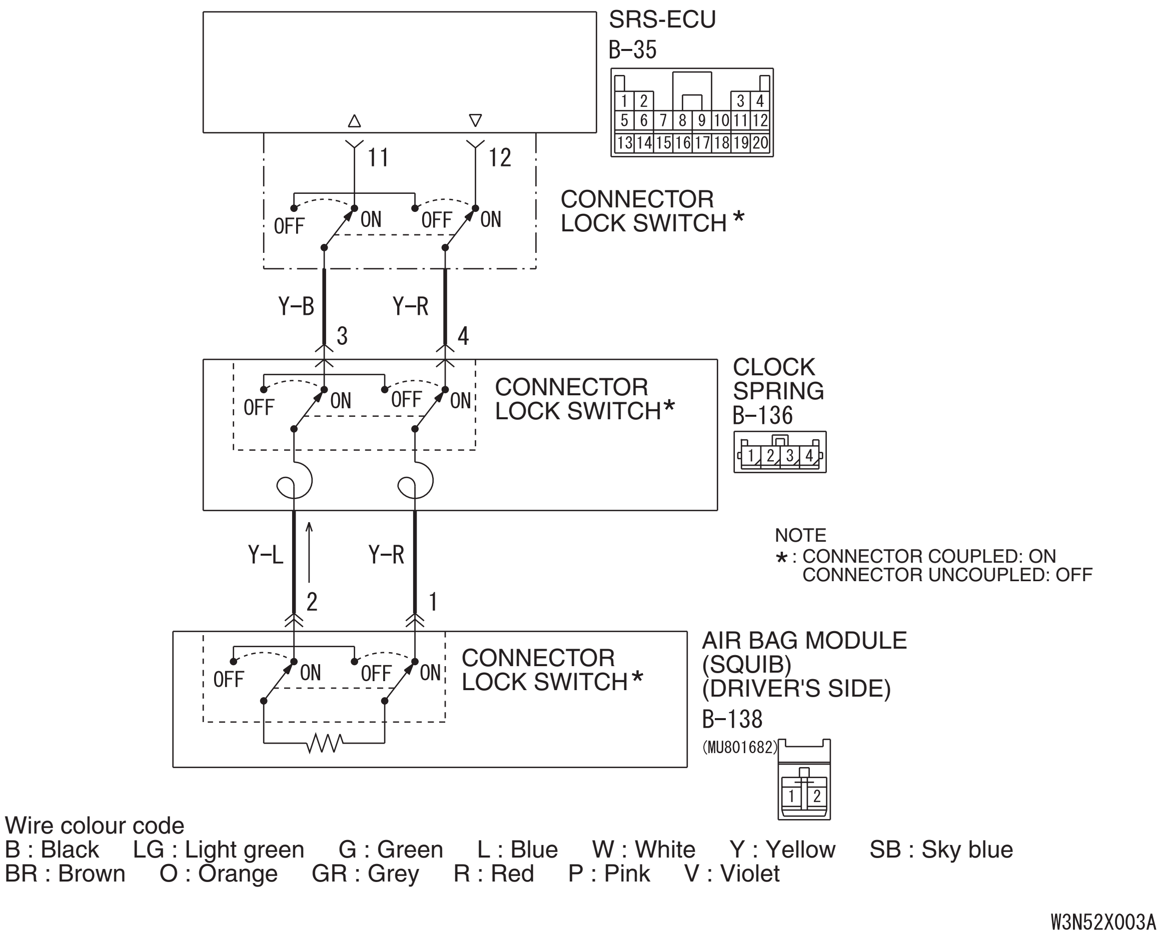
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.22: Driver's air bag module (squib) system (open-circuited in the squib circuit)

Driver's Air Bag Module (Squib) Circuit



AC510223AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if driver's air bag squib wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

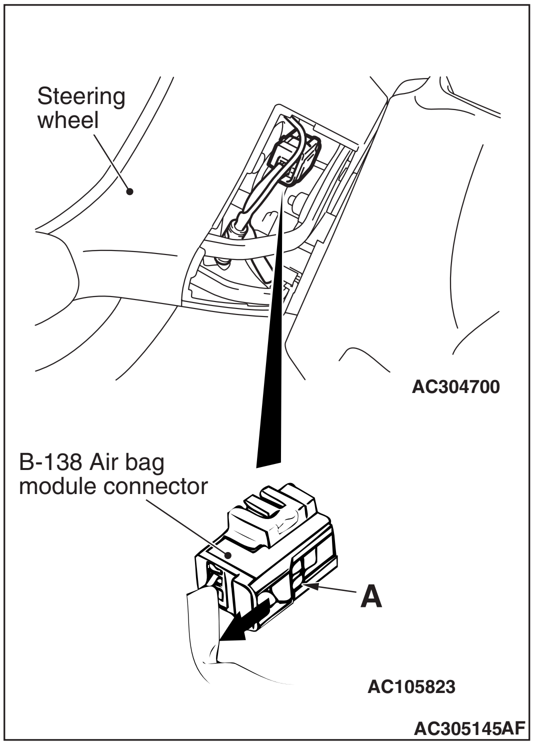
- Open circuit in the clock spring
- Open circuit due to improper neutral position of the clock spring
- Open circuit in the driver's air bag module (squib) circuit
- Disengaged driver's air bag module (squib) connector
- Improper connector contact
- Malfunction of the SRS-ECU

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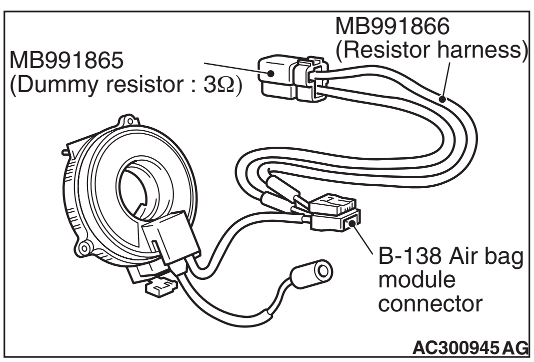
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) By sliding the A section (in the figure) of air bag module connector B-138 in the arrow direction, disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into clock spring side air bag module connector B-138 by backprobing.

(5) Connect the negative battery terminal.

(6) Erase the diagnosis code memory, and check the diagnosis code.

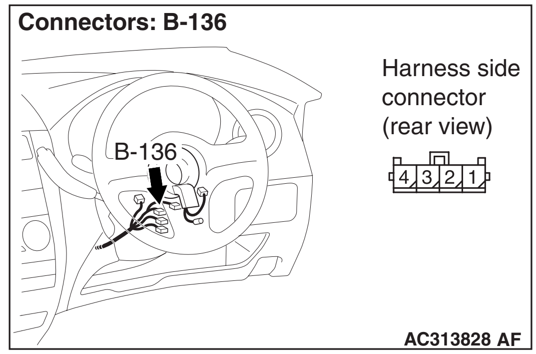
Q: Is diagnosis code 22 set?

YES : Go to Step 2.

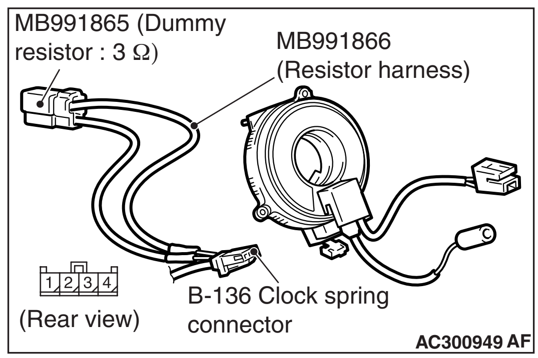
NO : Replace the driver's air bag module (Refer to P.52B-145).

STEP 2. Check the clock spring. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the clock spring connector B-136.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into clock spring harness side connector B-136 (terminal No.3 and 4) by backprobing.

(5) Connect the negative battery terminal.

(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 22 set?

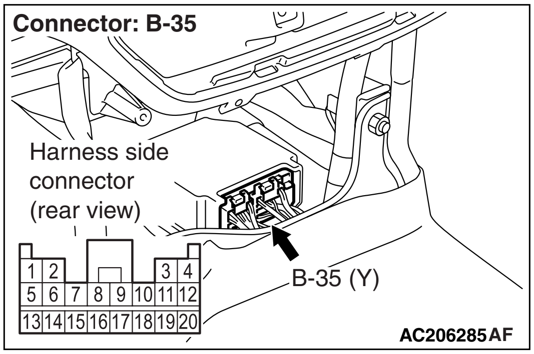
YES : Go to Step 3.

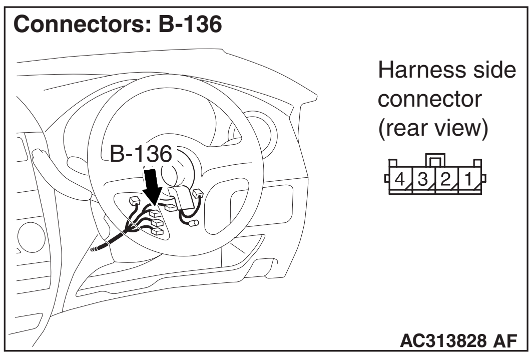
NO : Replace the clock spring (Refer to P.52B-145).

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STEP 3. Resistance measurement between the SRS-ECU connector B-35 (terminal No.11 and 12) and the clock spring connector B-136 (terminal No.3 and 4)

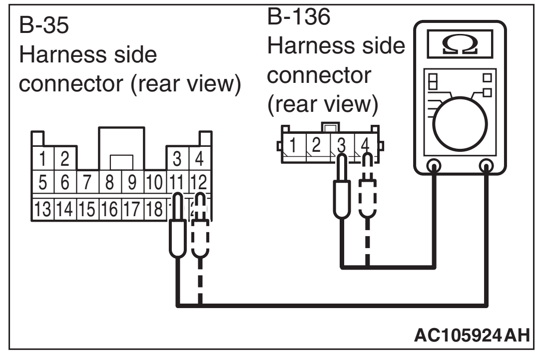
(1) Disconnect the negative battery terminal.





(2) Disconnect SRS-ECU connector B-35 and clock spring connector B-136.

⚠ **CAUTION**



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between the following terminals.

- SRS-ECU connector B-35 terminal No.11 and the clock spring connector B-136 terminal No.3
- SRS-ECU connector B-35 terminal No.12 and the clock spring connector B-136 terminal No.4

OK: Continuity (Less than 2 Ω)

Q: Are the check results normal?

YES : Go to Step 4.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.11 and 12) and clock spring connector B-136 (terminal No.3 and 4).

STEP 4. Check whether the diagnosis code is reset.

Q: Is diagnosis code 22 set?

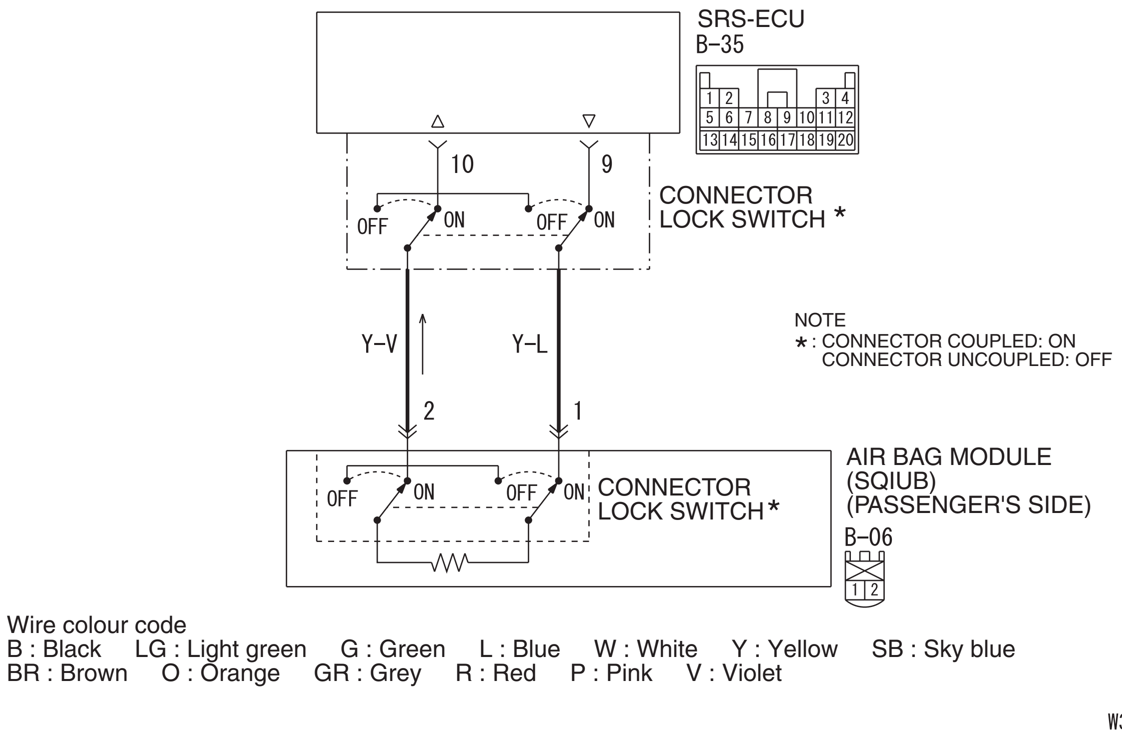
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.24: Passenger's (front) air bag module (squib) system (short-circuited between terminals of the squib circuit)

Passenger's (Front) Air Bag Module (Squib) Circuit



AC510225AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one passenger's (front) air bag squib wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the passenger's (front) air bag module (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected).Therefore, if connector B-06 or B-35 is damaged or improperly engaged, the short spring may not be released when the connector is connected.*

DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-III diagnosis code.

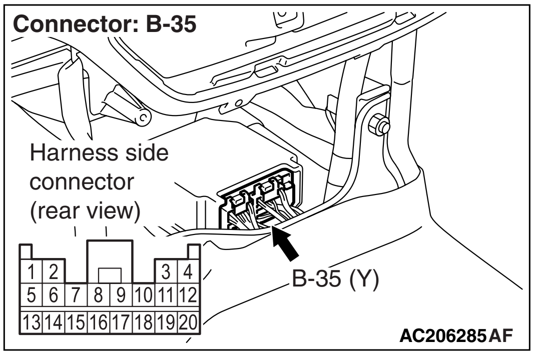
Q: Is diagnosis code 34 set?

YES : Go to Step 2.
NO : Go to Step 3.

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STEP 2. Connector lock check: SRS-ECU connector B-35. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the connectors B-35 and then reconnect them.
(3) Connect the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

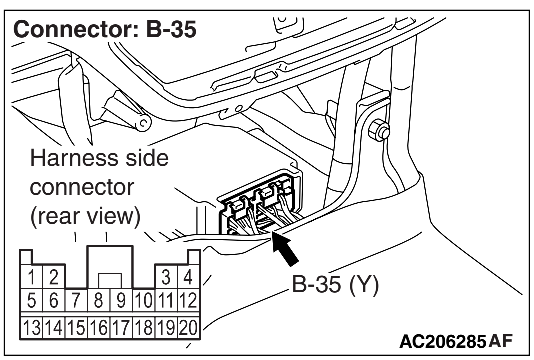
Q: Is diagnosis code 24 set?

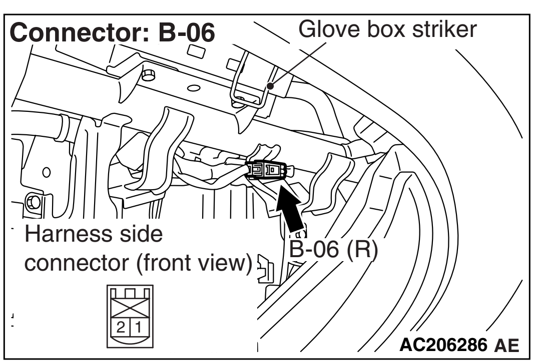
YES : Go to Step 4.

NO : The procedure is complete. It is assumed that diagnosis code 24 set as connector B-35 was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector B-35 and passenger's (front) air bag module connector B-06. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect connectors B-06 and B-35, and then reconnect them.
(3) Connect the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

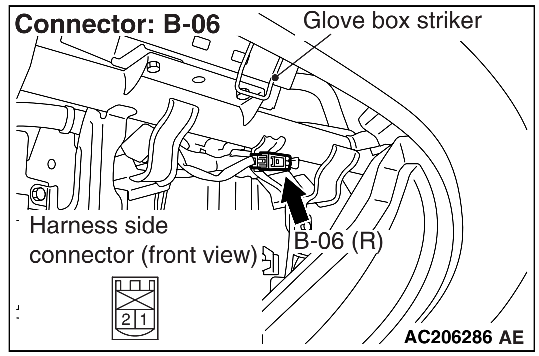
Q: Is diagnosis code 24 set?

YES : Go to Step 4.

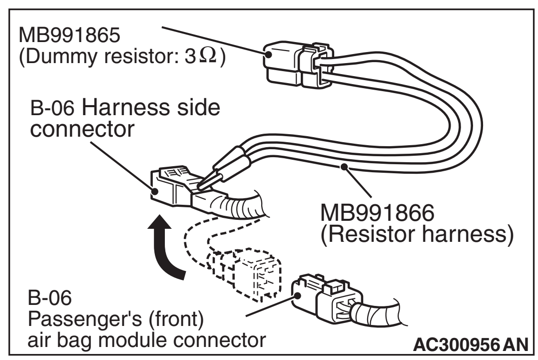
NO : The procedure is complete. It is assumed that diagnosis code 24 set as connector B-06 or B-35 was engaged improperly.

STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Unclip passenger's (front) air bag module connector B-06.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Disconnect the passenger's (front) air bag module connector B-06 and insert special tool (MB991866) into the harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 24 set?

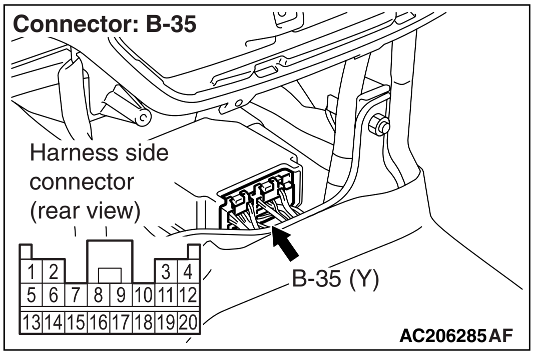
YES : Go to Step 5.

NO : Replace the passenger's (front) air bag module (Refer to P.52B-145).

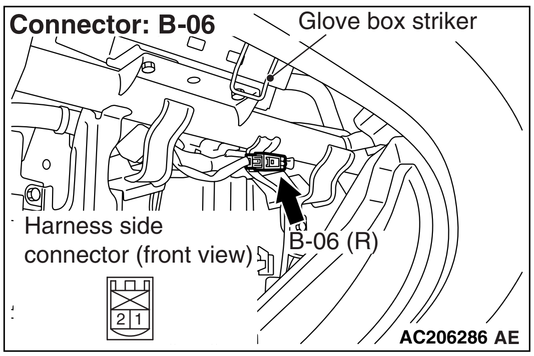
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STEP 5. Resistance measurement at SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.



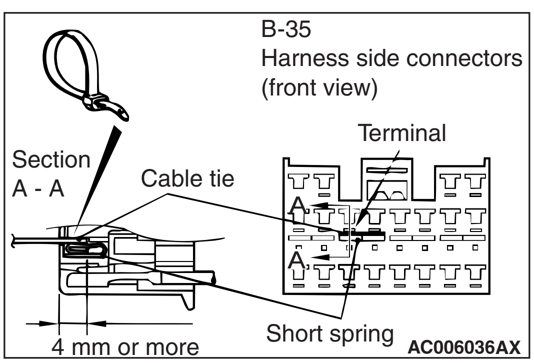
(3) Unclip passenger's (front) air bag module connector B-06.

⚠ *DANGER*

To prevents the air bag from deploying unintentionally, disconnect the passenger's (front) air bag module connector B-06 to short the squib circuit.

(4) Disconnect the passenger's (front) air bag module connector B-06.

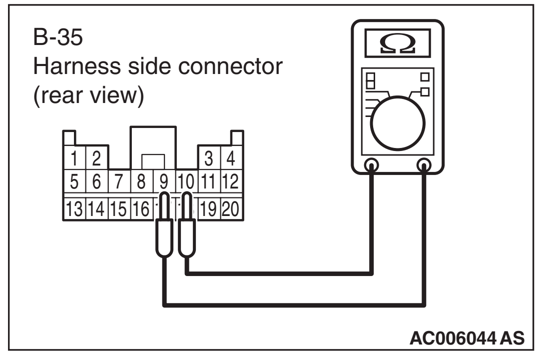
⚠ CAUTION



Insert an insulator such as a cable tie to a depth of 4 mm or more, otherwise the short spring will not be released.

(5) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 9, 10 and the short spring to release the short spring.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(6) Resistance measurement between B-35 harness side connector terminals 9 and 10.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.9 and 10) and passenger's (front) air bag module connector B-06 (terminal No.1 and 2).

STEP 6. Check whether the diagnosis code is reset.

Q: Is diagnosis code 24 set?

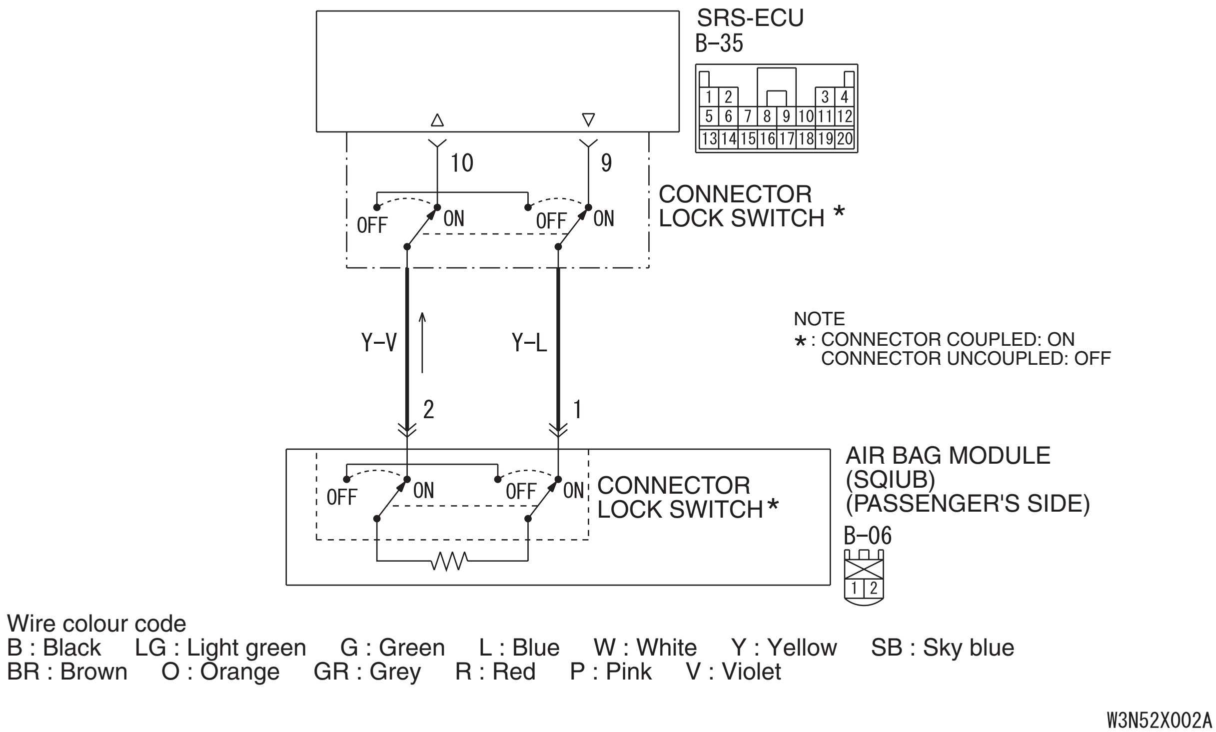
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.25: Passenger's (front) air bag module (squib) system (open-circuited in the squib circuit)

Passenger's (Front) Air Bag Module (Squib) Circuit



AC510225AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if passenger’s (front) air bag squib wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

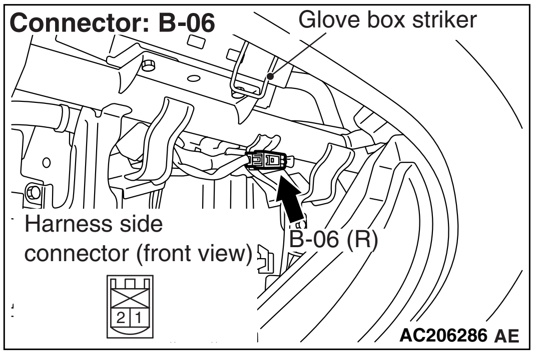
PROBABLE CAUSES

- Open circuit in the passenger's (front) air bag module (squib) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

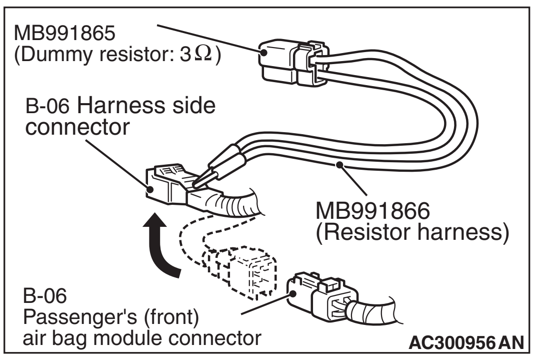
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Unclip passenger's (front) air bag module connector B-06.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Disconnect the passenger's (front) air bag module connector B-06, and insert special tool (MB991866) into the harness side connector by backprobing.

(5) Connect the negative battery terminal.

(6) Erase the diagnosis code memory, and check the diagnosis code.

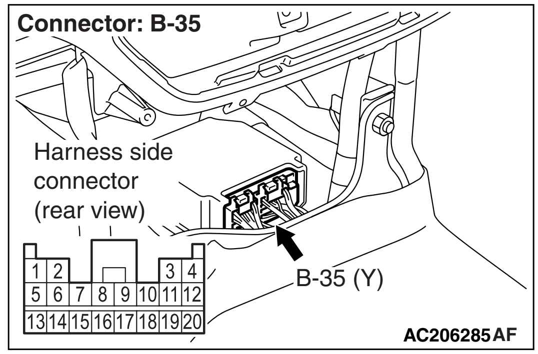
Q: Is diagnosis code 25 set?

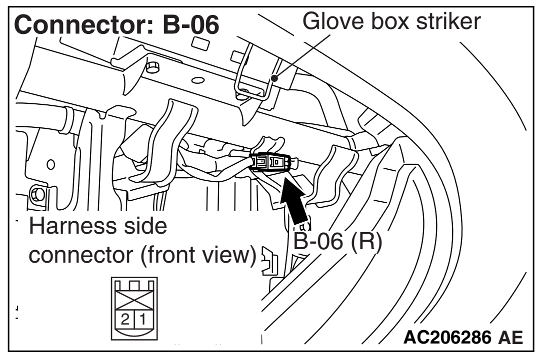
YES : . Go to Step 2.

NO : . Replace the passenger's (front) air bag module (Refer to P.52B-145).

STEP 2. Resistance measurement between SRS-ECU connector B-35 (terminal No.9 and 10) and the passenger's (front) air bag module connector B-06 (terminal No.1 and 2).

(1) Disconnect the negative battery terminal.

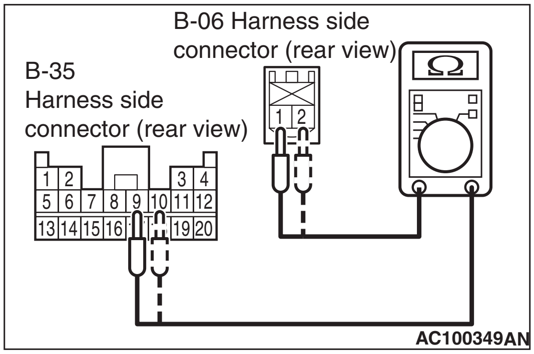




(2) Disconnect SRS-ECU connector B-35 and passenger's (front) air bag module connector B-06.

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⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between the following terminals.
- SRS-ECU connector B-35 terminal No.9 and the passenger's (front) air bag module connector B-06 terminal No.1
- SRS-ECU connector B-35 terminal No.10 and the passenger's (front) air bag module connector B-06 terminal No.2

OK: Continuity (Less than 2 Ω)

Q: Are the check results normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.9 and 10) and passenger's (front) air bag module connector B-06 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 25 set?

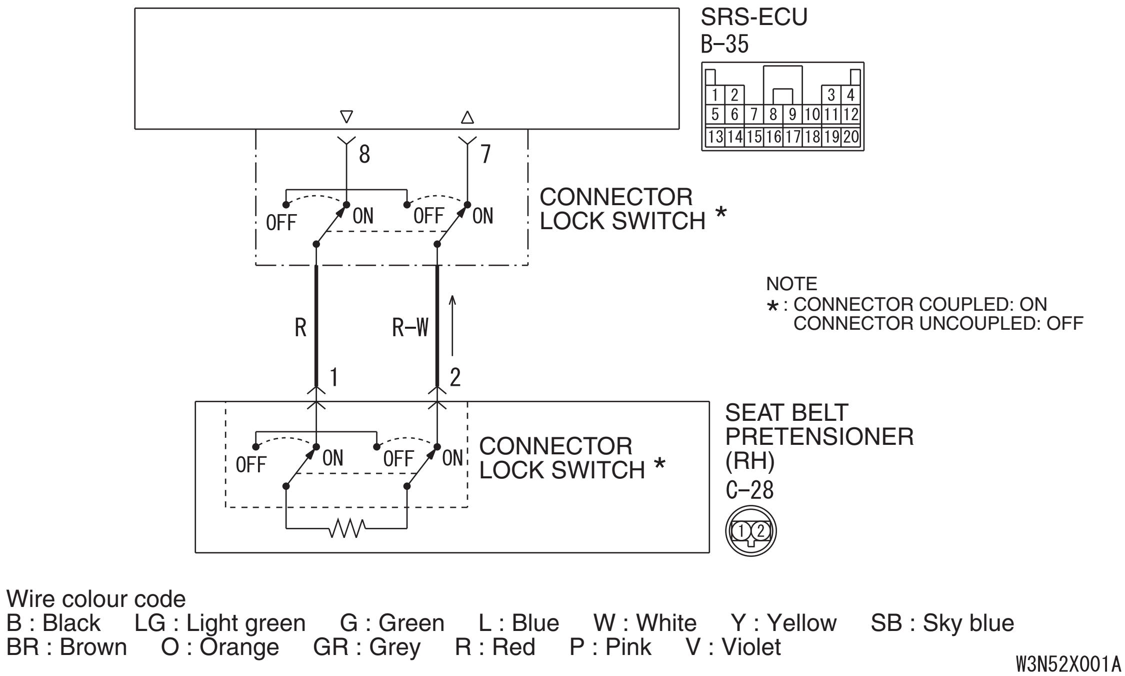
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.26: Driver's pre-tensioner (squib) system (short-circuited between terminals of the squib circuit)

Driver's Seat Belt Pre-Tensioner (Squib)



AC510230AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one driver’s pre-tensioner squib wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the driver's seat belt pre-tensioner (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector B-35 or C-28 is damaged or improperly engaged, the short spring may not be released when the connector is connected.*

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DIAGNOSIS PROCEDURE

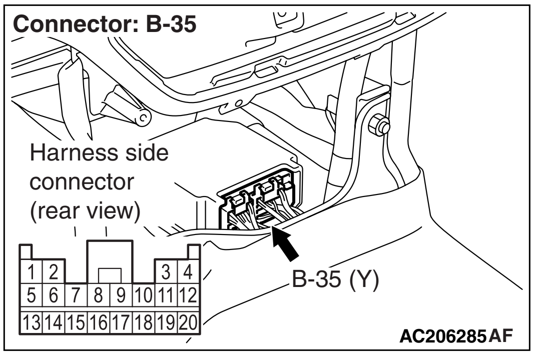
STEP 1. M.U.T.-III diagnosis code.

Q: Is diagnosis code 34 set?

YES : Go to Step 2.
NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector B-35. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



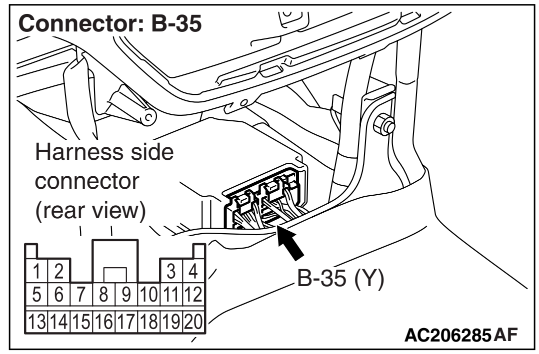
(2) Disconnect the connectors B-35 and then reconnect them.
(3) Connector the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

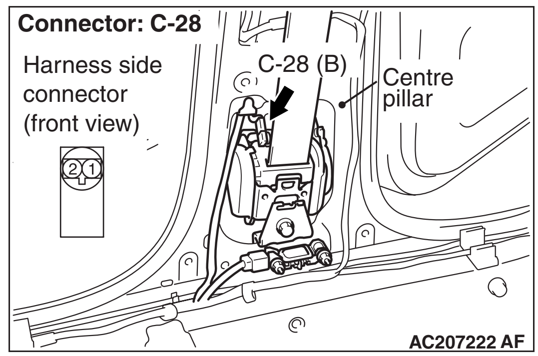
Q: Is diagnosis code 26 set?

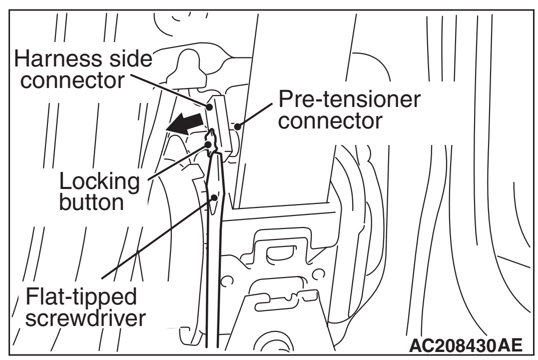
YES : Go to Step 4.
NO : The procedure is complete. It is assumed that diagnosis code 26 set as connector B-35 was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector B-35 and driver's seat belt pre-tensioner connector C-28. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.







(2) Disconnect connectors B-35 or C-28, and then reconnect them. For connector C-28, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.
(3) Connector the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

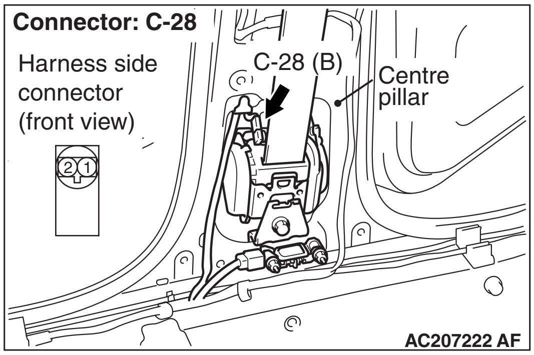
Q: Is diagnosis code 26 set?

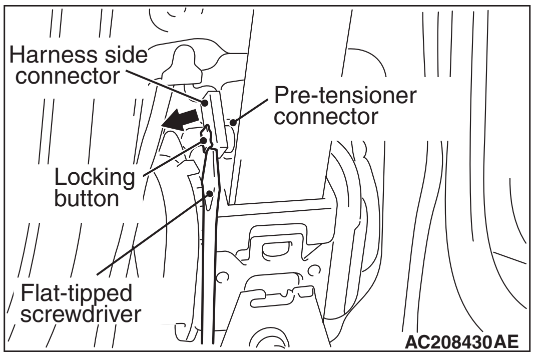
YES : Go to Step 4.
NO : The procedure is complete. It is assumed that diagnosis code 26 set as connector B-35 or C-28 was engaged improperly.

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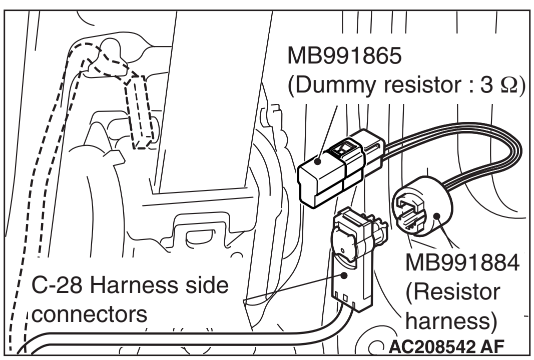
STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect driver's seat belt pre-tensioner connector C-28. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



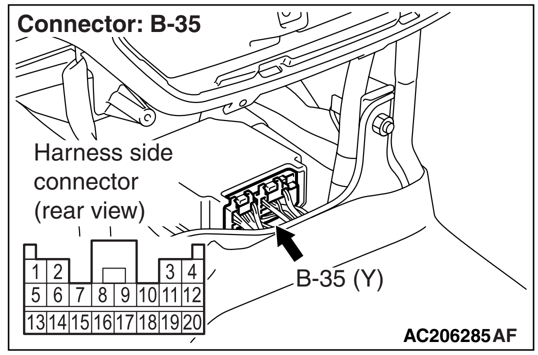
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
(4) Connect special tool (MB991884) to the C-28 harness side connector.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 26 set?

YES : Go to Step 5.
NO : Replace the driver's seat belt with pre-tensioner (Refer to P.52B-159).

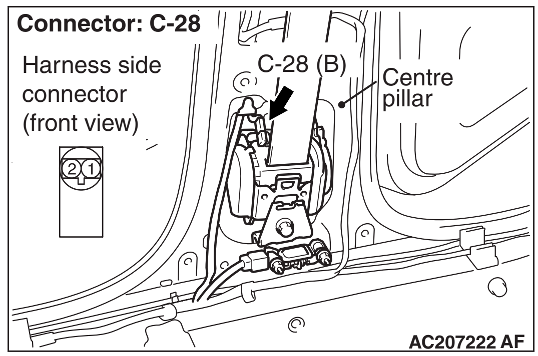
STEP 5. Resistance measurement at the SRS-ECU connector B-35.

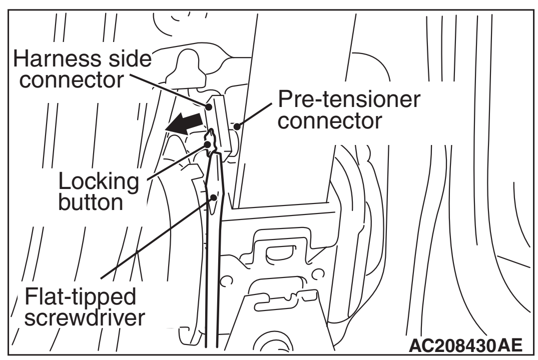
(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

⚠ ***DANGER***



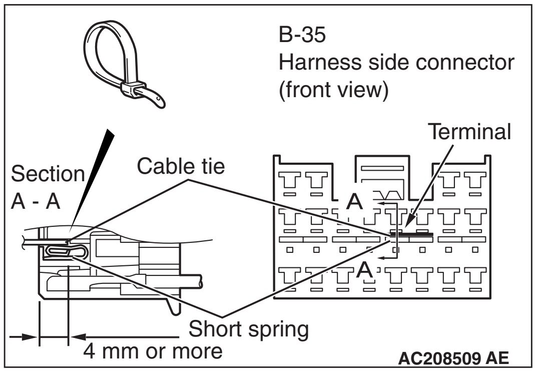


To prevents the air bag from deploying unintentionally, disconnect the driver's seat belt pre-tensioner connector C-28 to short the squib circuit.

(3) Disconnect driver's seat belt pre-tensioner connector C-28. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

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⚠ CAUTION

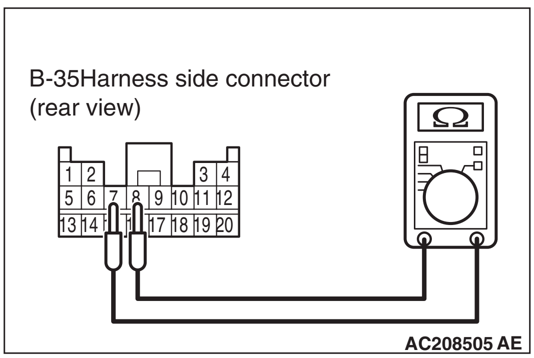


Insert an insulator such as a cable tie to a depth of 4mm or more, otherwise the short spring will not be released.

(4) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 7, 8 and the short spring to release the short spring.

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.



(5) Resistance measurement between B-35 harness side connector terminals 7 and 8.

OK: Open circuit

Q: Is the check result normal?

YES : . Go to Step 6.

NO : . Repair the harness wires between SRS-ECU connector B-35 (terminal No.7 and 8) and driver's seat belt pre-tensioner connector C-28 (terminal No.1 and 2).

STEP 6. Check whether the diagnosis code is reset.

Q: Is diagnosis code 26 set?

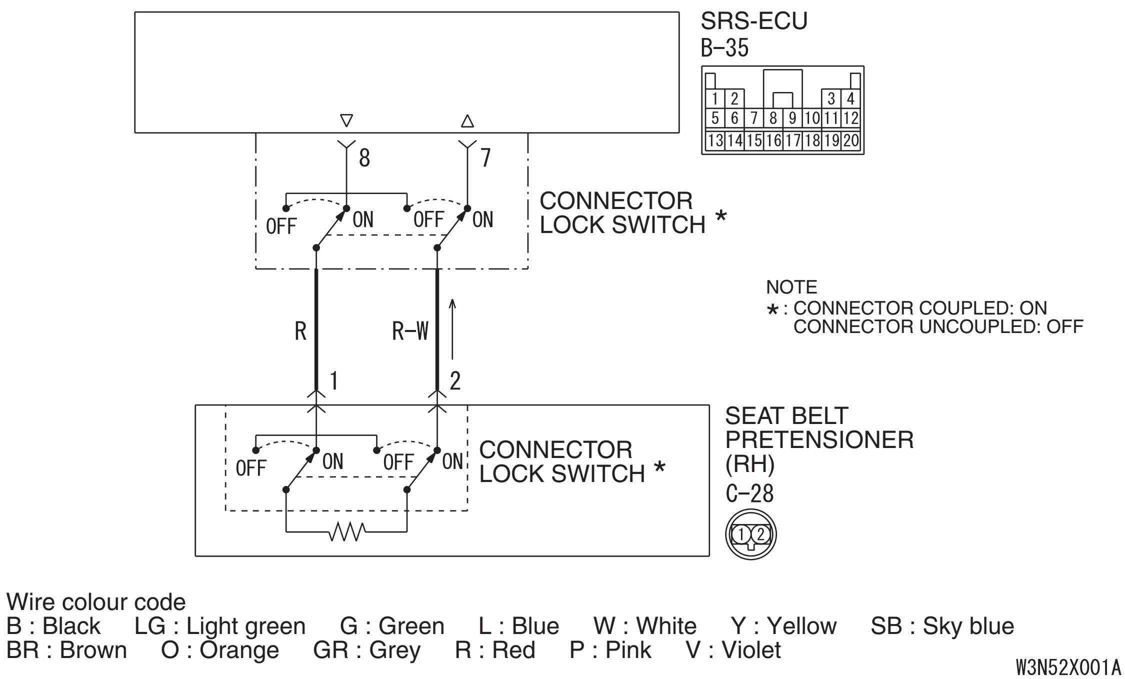
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.27: Driver's seat belt pre-tensioner (squib) system (open-circuited in the squib circuit)

Driver's Seat Belt Pre-Tensioner (Squib)



AC510230AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if driver's seat belt pre-tensioner squib wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

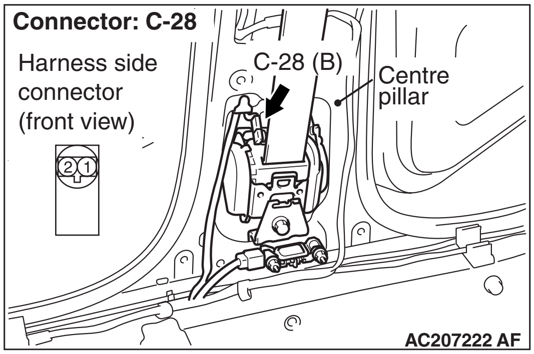
PROBABLE CAUSES

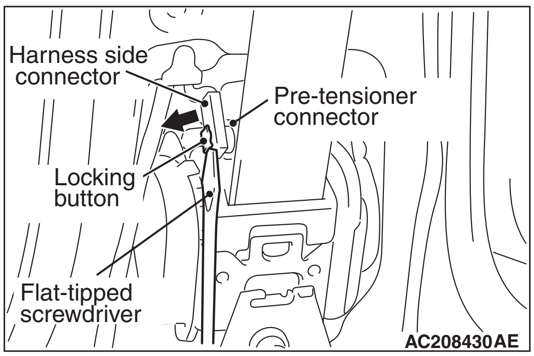
- Improper connector contact
- Open circuit in the driver's seat belt pre-tensioner (squib) circuit
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

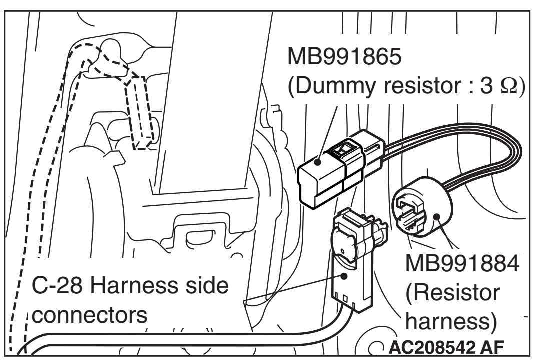
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect driver's seat belt pre-tensioner connector C-28. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
(4) Connect special tool (MB991884) to the C-28 harness side connector.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

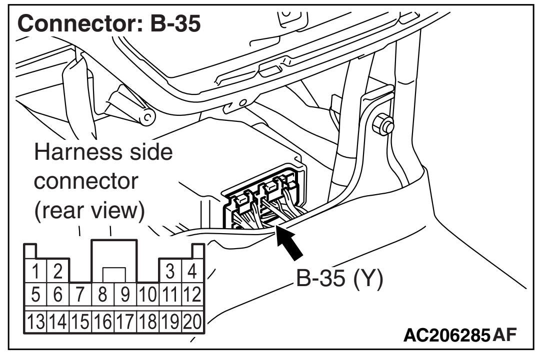
Q: Is diagnosis code 27 set?

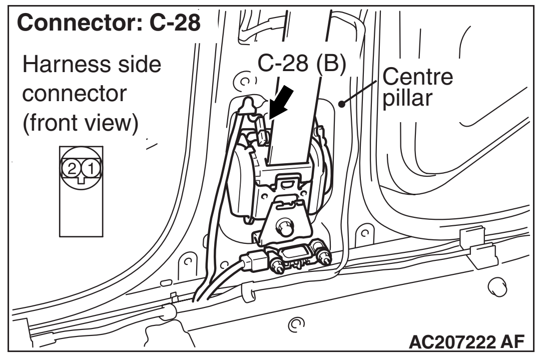
YES : . Go to Step 2.

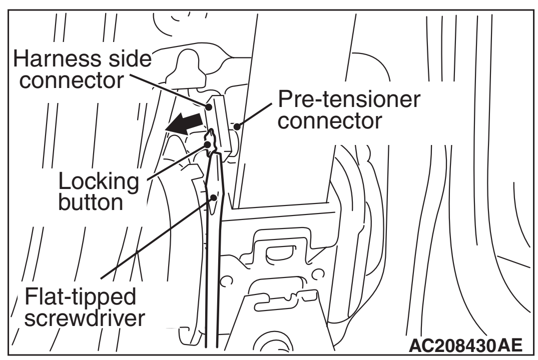
NO : . Replace the driver's seat belt with pre-tensioner (Refer to P.52B-159).

STEP 2. Resistance measurement between SRS-ECU connector B-35 (terminal No.7 and 8) and the driver's seat belt pre-tensioner C-28 (terminal No.2 and 1).

(1) Disconnect the negative battery terminal.

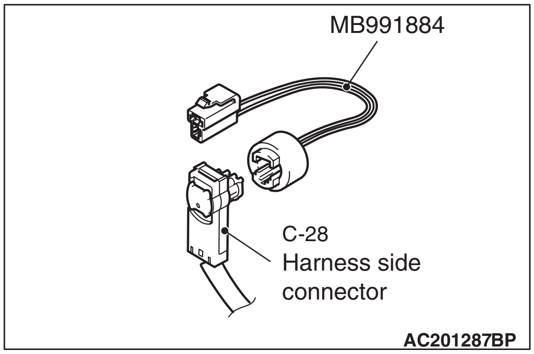






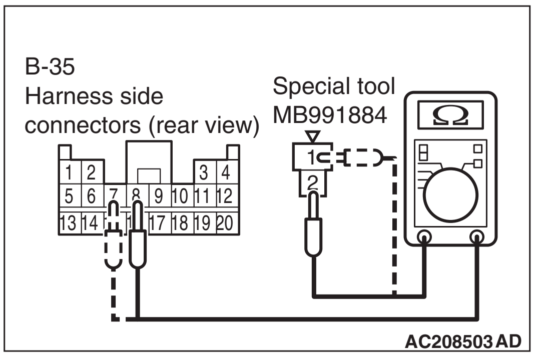
(2) Disconnect SRS-ECU connector B-35 and driver's seat belt pre-tensioner connector C-28, and measure at the wiring harness side. For connector C-28, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

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(3) Connect C-28 harness side connector to special tool resistor harness (MB991884).

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between the following terminals.

- SRS-ECU connector B-35 terminal No.7 and special tool terminal No.1
- SRS-ECU connector B-35 terminal No.8 and special tool terminal No.2

OK: Continuity (Less than 2 Ω)

Q: Are the check results normal?

YES : . Go to Step 3.

NO : . Repair the harness wires between SRS-ECU connector B-35 (terminal No.7 and 8) and driver's seat belt pre-tensioner connector C-28 (terminal No.2 and 1).

STEP 3. Check whether the diagnosis code is reset.

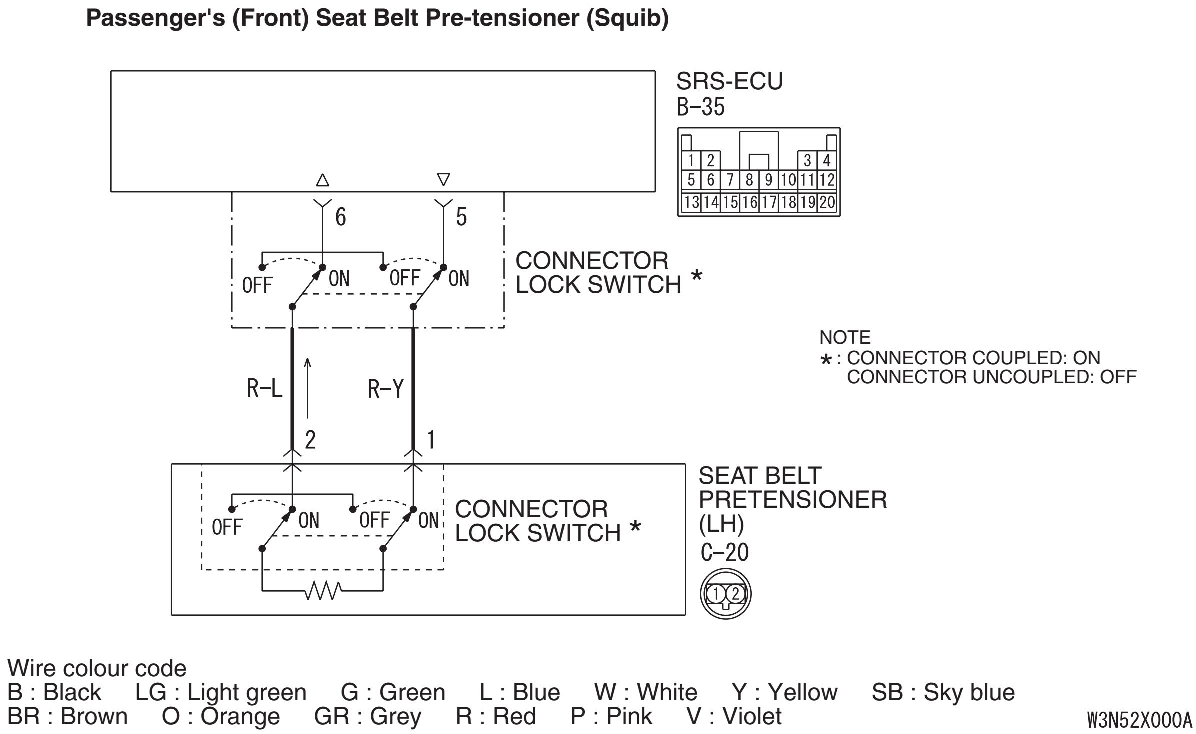
Q: Is diagnosis code No.27 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.28: Passenger's (front) seat belt pre-tensioner (squib) system (short-circuit between terminals of the squib circuit)



AC510233AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one passenger’s (front) seat belt pre-tensioner squib wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the passenger's (front) seat belt pre-tensioner (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector B-35 or C-20 is damaged or improperly engaged, the short spring may not be released when the connector is connected.*

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DIAGNOSIS PROCEDURE

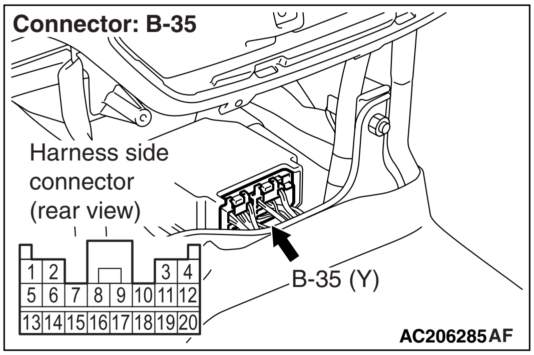
STEP 1. M.U.T.-III diagnosis code.

Q: Is diagnosis code 34 set?

YES : Go to Step 2.
NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector B-35. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



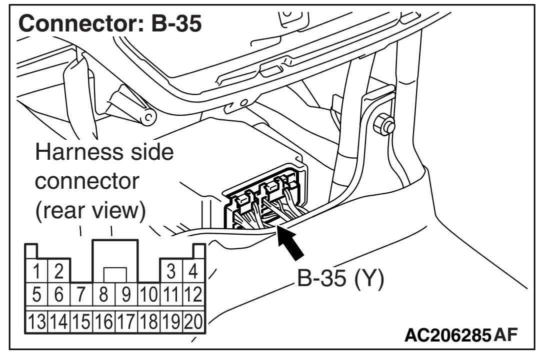
(2) Disconnect the connectors B-35 and then reconnect them.
(3) Connector the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

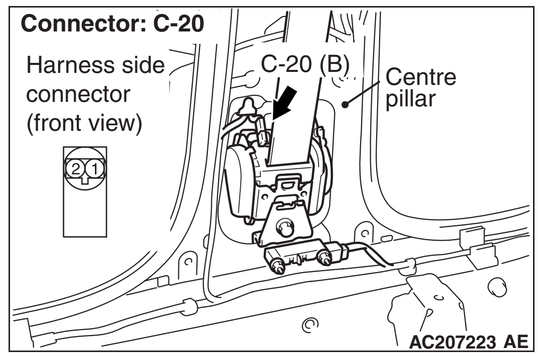
Q: Is diagnosis code 28 set?

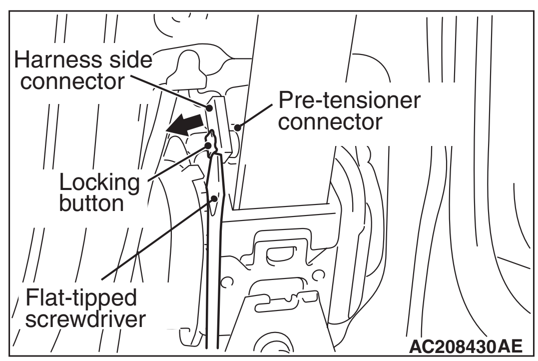
YES : Go to Step 4.
NO : The procedure is complete. It is assumed that diagnosis code 28 set as connector B-35 or C-20 was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector B-35 and passenger's (front) seat belt pre-tensioner connector C-20. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.







(2) Disconnect connectors B-35 or C-20, and then reconnect them. For connector C-20, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.
(3) Connector the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

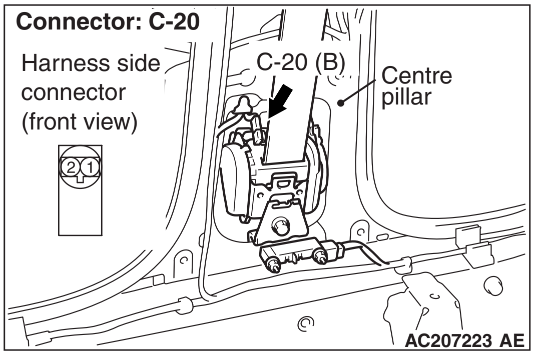
Q: Is diagnosis code 28 set?

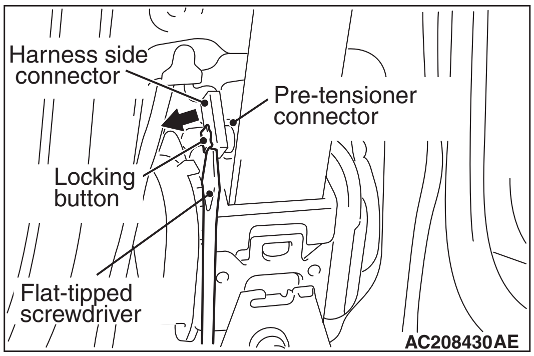
YES : Go to Step 4.
NO : The procedure is complete. It is assumed that diagnosis code 28 set as connector B-35 or C-20 was engaged improperly.

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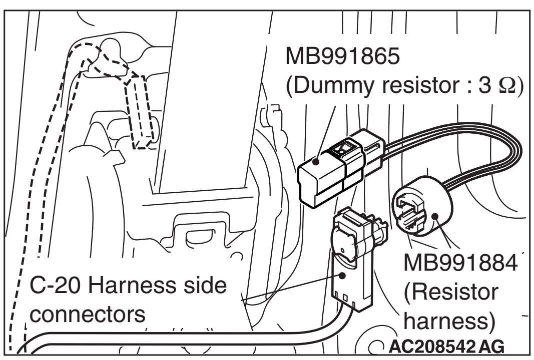
STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect passenger's (front) seat belt pre-tensioner connector C-20. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



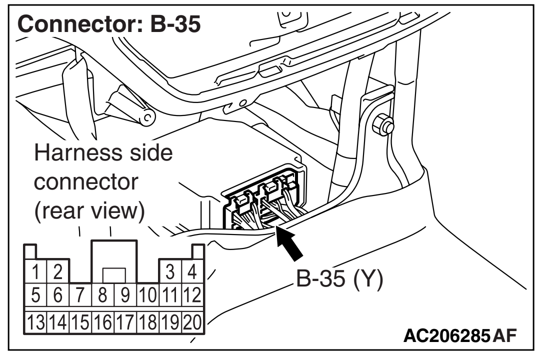
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
(4) Connect special tool (MB991884) to the C-20 harness side connector.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 28 set?

YES : Go to Step 5.
NO : Replace the passenger's (front) seat belt with pre-tensioner (Refer to P.52B-159). Then go to Step 6.

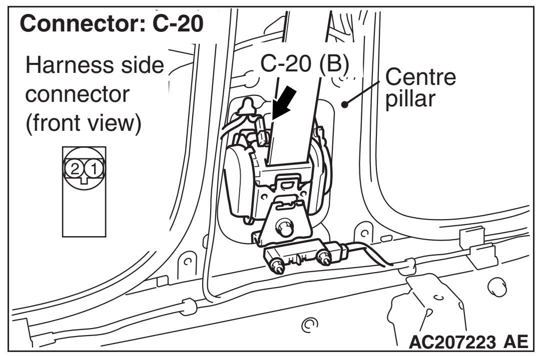
STEP 5. Resistance measurement at the SRS-ECU connector B-35.

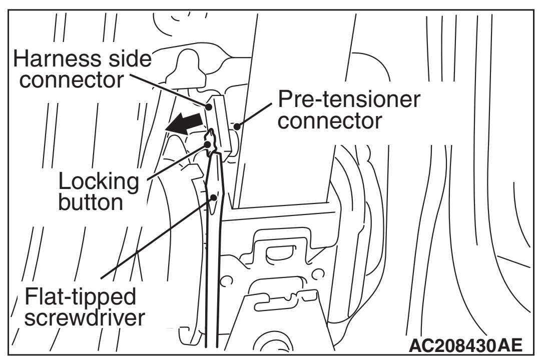
(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

⚠ DANGER



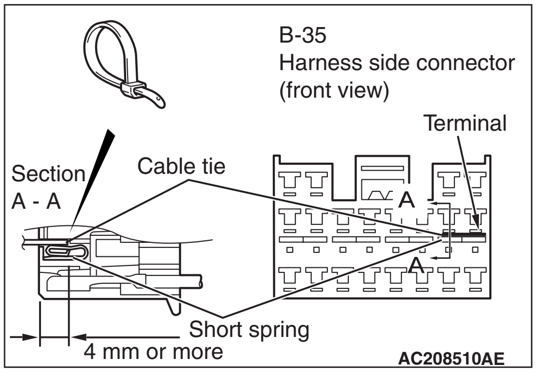


To prevents the air bag from deploying unintentionally, disconnect the passenger's (front) seat belt pre-tensioner connector C-20 to short the squib circuit.

(3) Disconnect passenger's (front) seat belt pre-tensioner connector C-20. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

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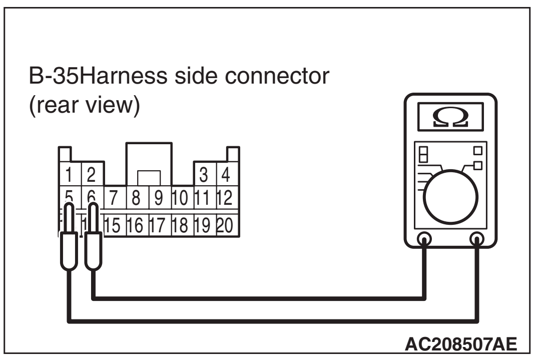
⚠ CAUTION



Insert an insulator such as a cable tie to a depth of 4 mm or more, otherwise the short spring will not be released.

(4) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 5, 6 and the short spring to release the short spring.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Resistance measurement between B-35 harness side connector terminals 5 and 6.

OK: Open circuit.

Q: Is the check result normal?

YES : . Go to Step 6.

NO : . Repair the harness wires between SRS-ECU connector B-35 (terminal No.5 and 6) and passenger's (front) seat belt pre-tensioner connector C-20 (terminal No.1 and 2).

STEP 6. Check whether the diagnosis code is reset.

Q: Is diagnosis code 28 set?

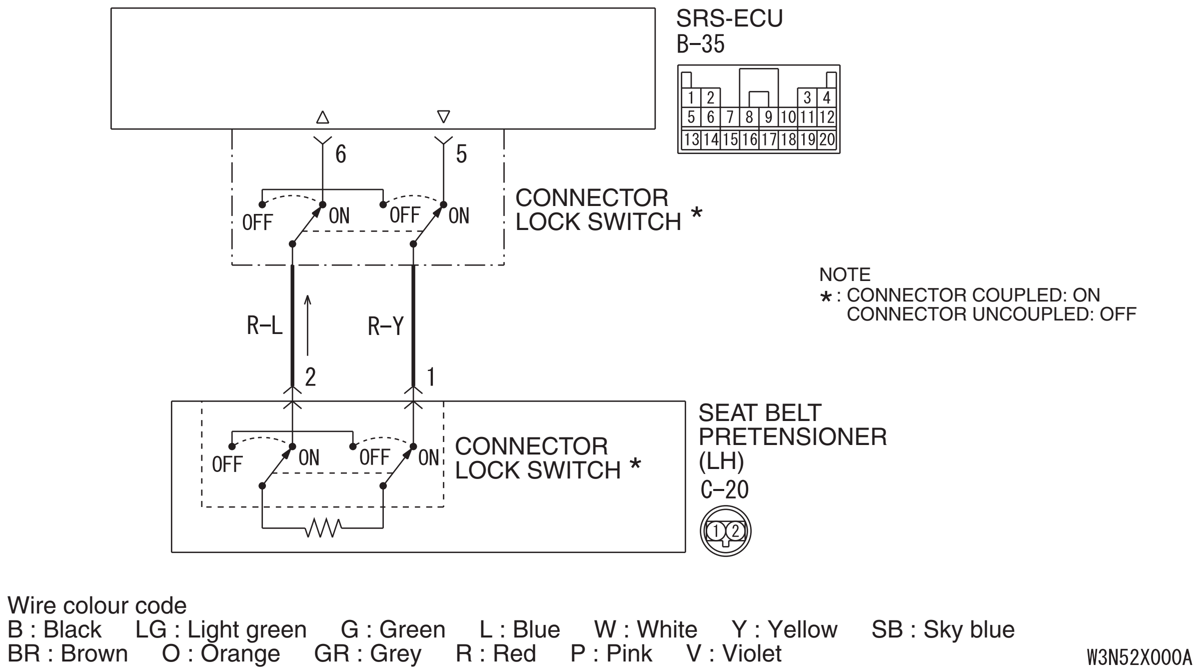
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.29: Passenger's (front) seat belt pre-tensioner (squib) system (open-circuited in the squib circuit)

Passenger's (Front) Seat Belt Pre-tensioner (Squib)



AC510233AB

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the passenger's (front) seat belt pre-tensioner squib wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

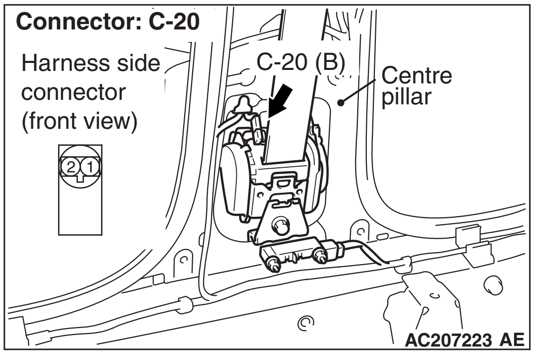
- Open circuit in the passenger's (front) seat belt pre-tensioner (squib) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

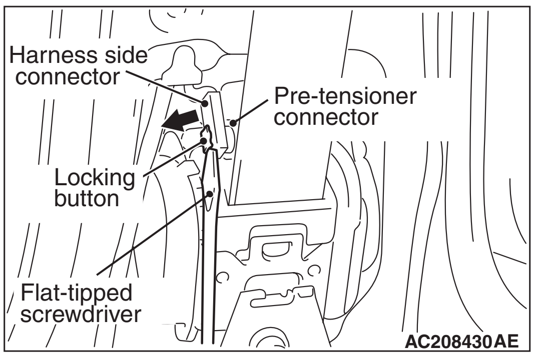
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DIAGNOSIS PROCEDURE

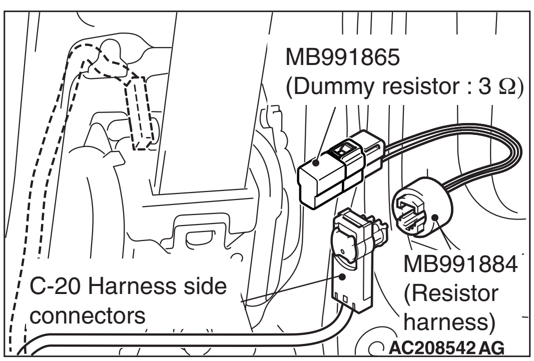
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect passenger's (front) seat belt pre-tensioner connector C-20. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



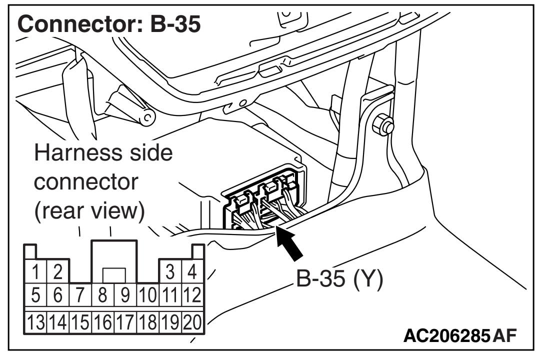
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
(4) Connect special tool (MB991884) to the C-20 harness side connector.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

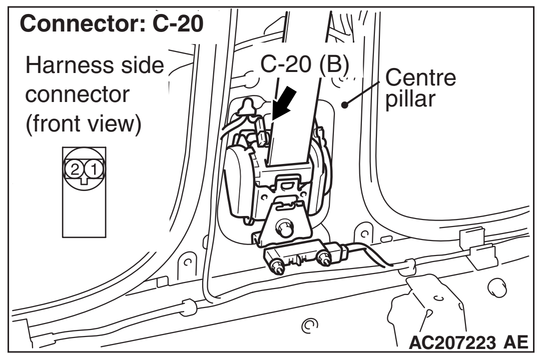
Q: Is diagnosis code 29 set?

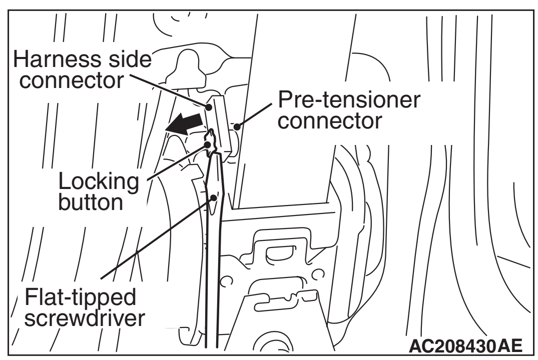
YES : . Go to Step 2.
NO : . Replace the passenger's (front) seat belt with pre-tensioner (Refer to P.52B-159).

STEP 2. Resistance measurement between SRS-ECU connector B-35 (terminal No.5 and 6) and the passenger's (front) seat belt pre-tensioner connector C-20 (terminal No.1 and 2)

(1) Disconnect the negative battery terminal.

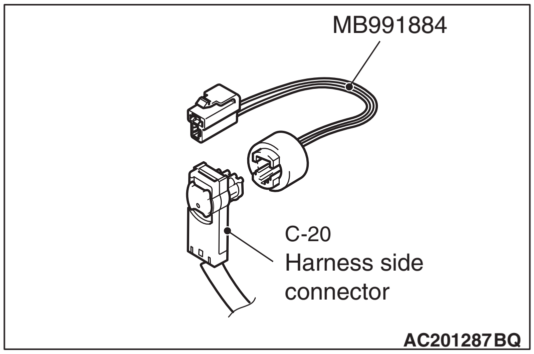






(2) Disconnect SRS-ECU connector B-35 and passenger's (front) seat belt pre-tensioner connector C-20. For connector C-20, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

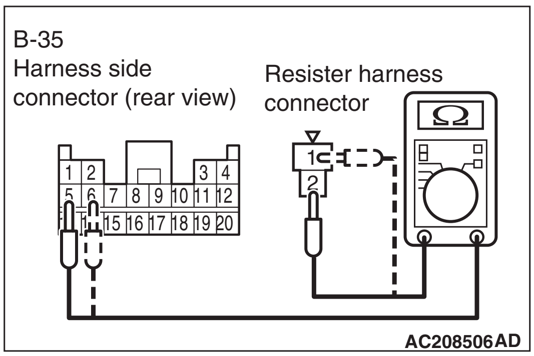
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(3) Connect C-20 harness side connector to special tool resistor harness (MB991884).

⚠ **CAUTION**

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.



(4) Resistance measurement between the following terminals.

- SRS-ECU connector B-35 terminal No.5 and the special tool terminal No.2
- SRS-ECU connector B-35 terminal No.6 and the special tool terminal No.1

OK: Continuity (Less than 2 Ω)

Q: Are the check results normal?

YES : . Go to Step 3.

NO : . Repair the harness wires between SRS-ECU connector B-35 (terminal No.5 and 6) passenger's (front) seat belt pre-tensioner connector C-20 (terminal No.1 and 2).

STEP 3.Check whether the diagnosis code is reset.

Q: Is diagnosis code 29 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.34: SRS-ECU connector lock out of order

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if a poor connection at the SRS-ECU is detected. However, if the vehicle condition returns to normal, diagnosis code number 34 will be automatically erased, and the SRS warning lamp will go out.

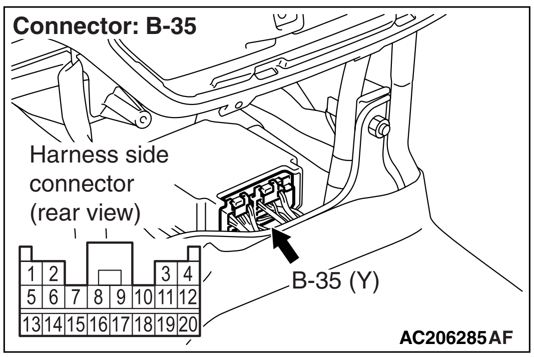
PROBABLE CAUSES

- Damaged connectors
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

STEP 1. Connector lock check: SRS-ECU connector B-35. (M.U.T.-III diagnosis code)

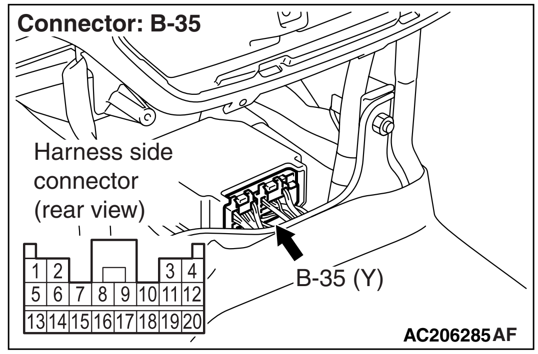
(1) Disconnect the negative battery terminal.

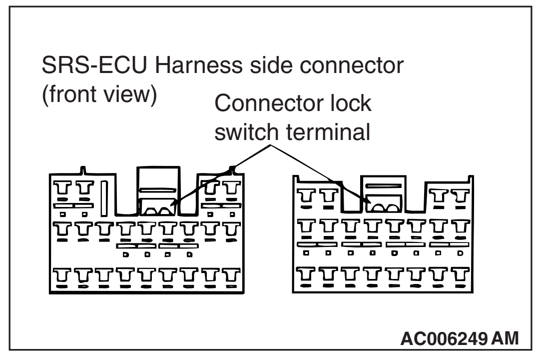


(2) Disconnect SRS-ECU connectors B-35 and then reconnect them.
(3) Connect the negative battery terminal.
(4) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 34 set?
YES : Go to Step 2.
NO : The procedure is complete. It is assumed that diagnosis code 34 set as connector B-35 was engaged improperly.

STEP 2. Connector lock check: SRS-ECU connector B-35.





(1) Disconnect SRS-ECU connectors B-35.
(2) Check the connector lock switch terminal inside the harness side connector for improper contact or deformation.

Q: Are the SRS-ECU connector B-35 in good condition?
YES : Go to Step 3.
NO : Repair the SRS-ECU connector B-35.

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 34 set?
YES : Replace the SRS-ECU (Refer to P.52B-143).
NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.35: Ignition of the air bag completed

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set after the air bag has deployed. If this diagnosis code is set before the air bag has deployed, the cause is probably a malfunction inside the SRS-ECU.

PROBABLE CAUSE

Malfunction of the SRS-ECU

DIAGNOSIS

Replace the SRS-ECU. (Refer to P.52B-143).

Code No.39 Airbags Deployed Simultaneously

DIAGNOSIS CODE SET CONDITIONS

This code is set when the airbags have deployed simultaneously. If this code is set before the airbags have deployed, an internal failure may have occurred in the SRS-ECU.

PROBABLE CAUSE

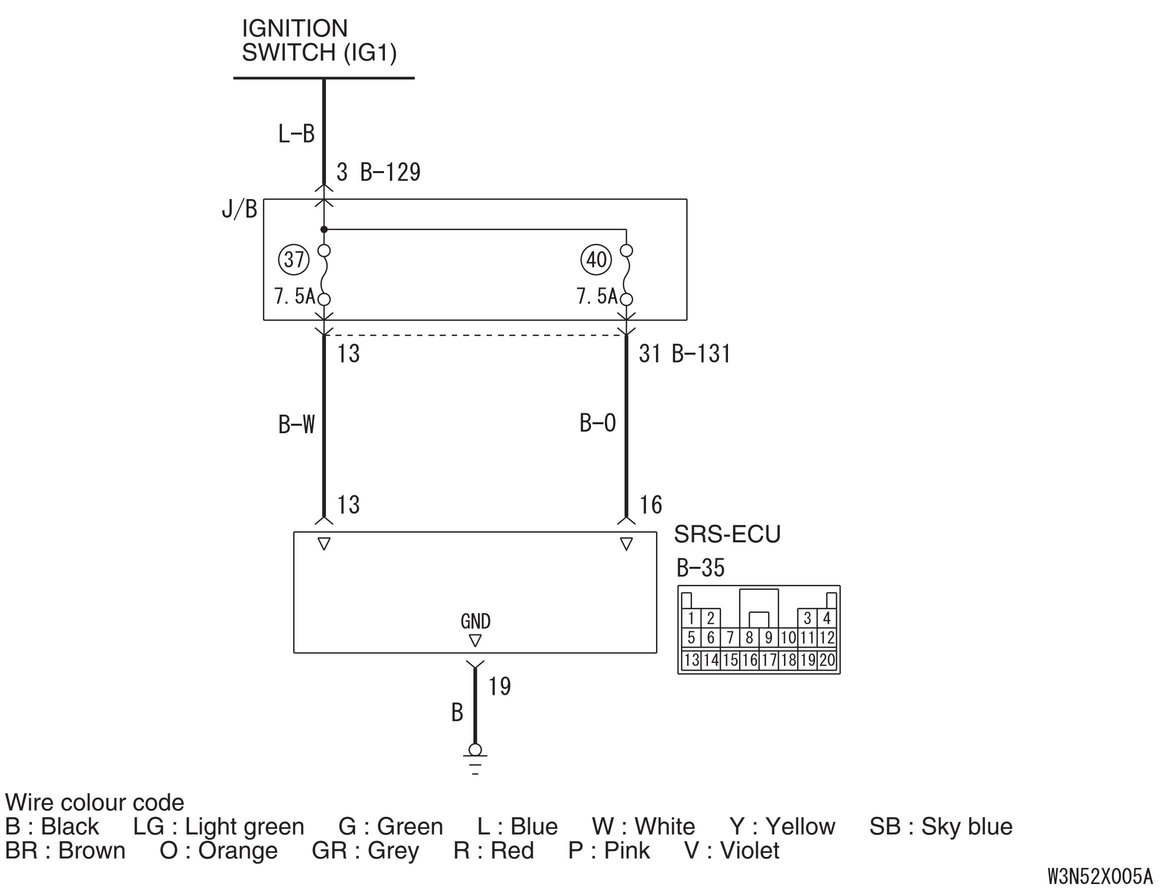
Malfunction of the SRS-ECU

DIAGNOSIS

Replace the SRS-ECU (Refer to P.52B-143).

Code No.41: Power supply voltage (IG1 (A) voltage) drops abnormally.

IG1 Power Supply Circuit System



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OPERATION

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.

DIAGNOSIS CODE SET CONDITIONS

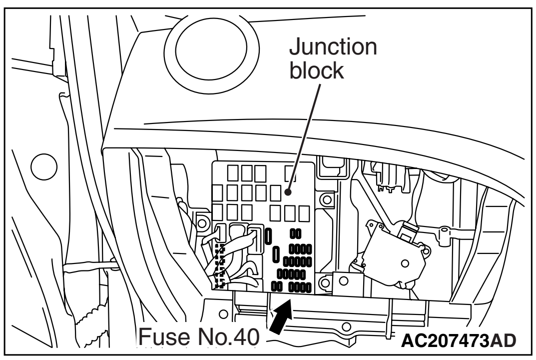
This diagnosis code is set if the voltage between the IG1 terminals (fuse No.40 circuit) and earth is lower than a predetermined value for a continuous period of 5 second or more. However, if the system returns to normal condition, code number 41 will be erased automatically and the SRS warning lamp will go out.

PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

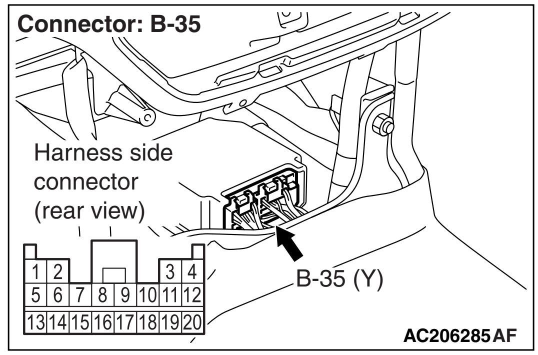
STEP 1. Check junction block fuse number 40.



Q: Is the fuse burned out?
YES : Go to Step 4.
NO : Go to Step 2.

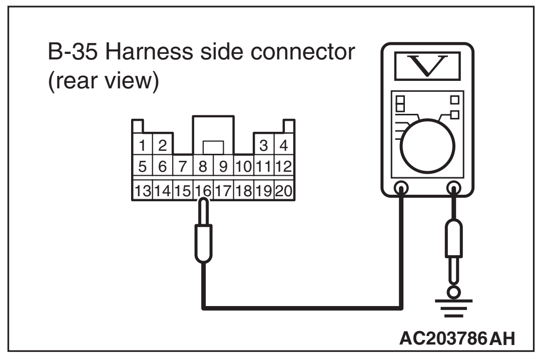
STEP 2. Voltage measurement at the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

⚠ CAUTION



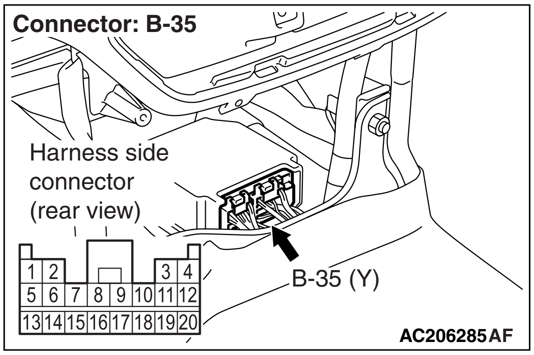
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

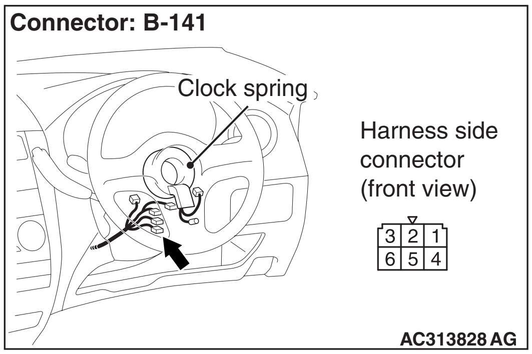
(5) Voltage measurement between B-35 harness side connector terminal 16 and body earth.

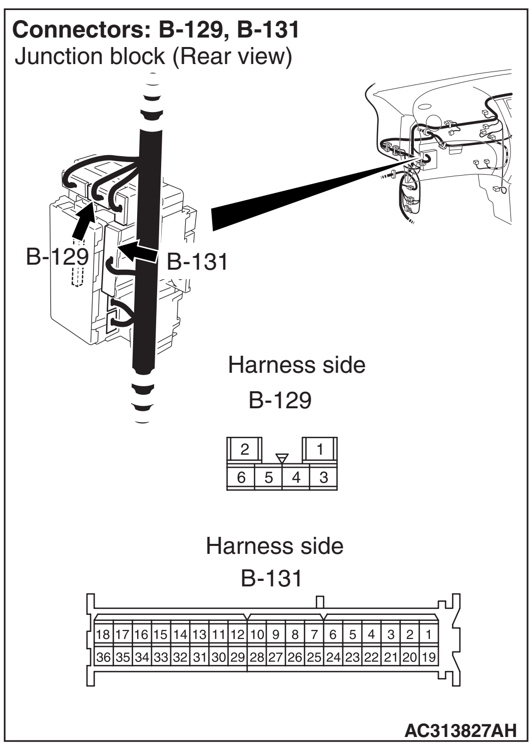
OK: 9 V or more.

Q: Is the check result normal?
YES : Go to Step 7.
NO : Go to Step 3.

STEP 3. Connector check: SRS-ECU connector B-35 and ignition switch connector B-141, junction block connector B-129 and B-131.







Q: Is the check result normal?

YES : Check the harness wires for open circuit between SRS-ECU connector B-35 (terminal No.16) and ignition switch connector B-141 (terminal No.2), and repair if necessary.

NO : Repair or replace it.

STEP 4. Check a burned-out fuse.

(1) Replace the fuse.

(2) Turn the ignition switch to the "ON" position, wait for at least one minute and then turn the ignition switch to the "LOCK" (OFF) position.

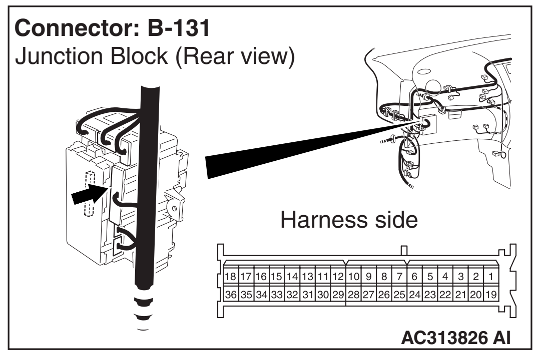
(3) Check the fuse.

Q: Is the fuse in good condition?

YES : Go to Step 7.

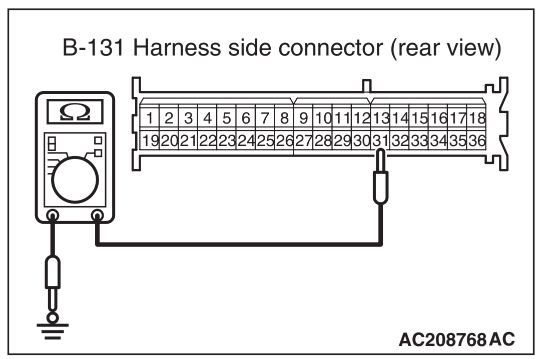
NO : Go to Step 5.

STEP 5. Resistance measurement at the junction block connector B-131



(1) Disconnect junction block connector B-131, and measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(2) Resistance measurement between terminal 31 and body earth.

OK: Open circuit

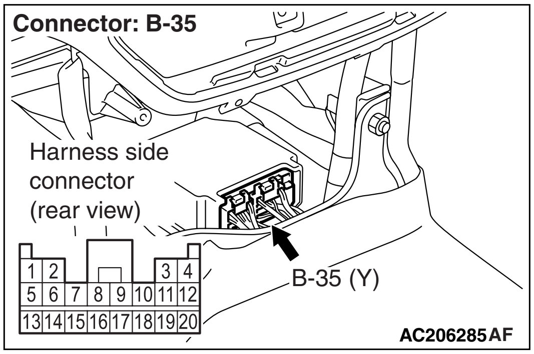
Q: Is the check result normal?

YES : Check the other circuit which flows through fuse number 40.

NO : Go to Step 6.

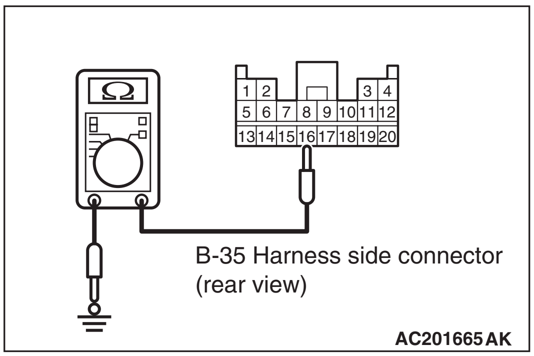
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STEP 6. Resistance measurement at the SRS-ECU connector B-35



(1) Disconnect SRS-ECU connector B-35, and measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(2) Resistance measurement between terminal 16 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : . Go to Step 7.

NO : . Check the harness wire for short circuit between SRS-ECU connector B-35 (terminal No.16) and junction block connector B-131 (terminal No.31), and repair if necessary.

STEP 7. Check whether the diagnosis code is reset.

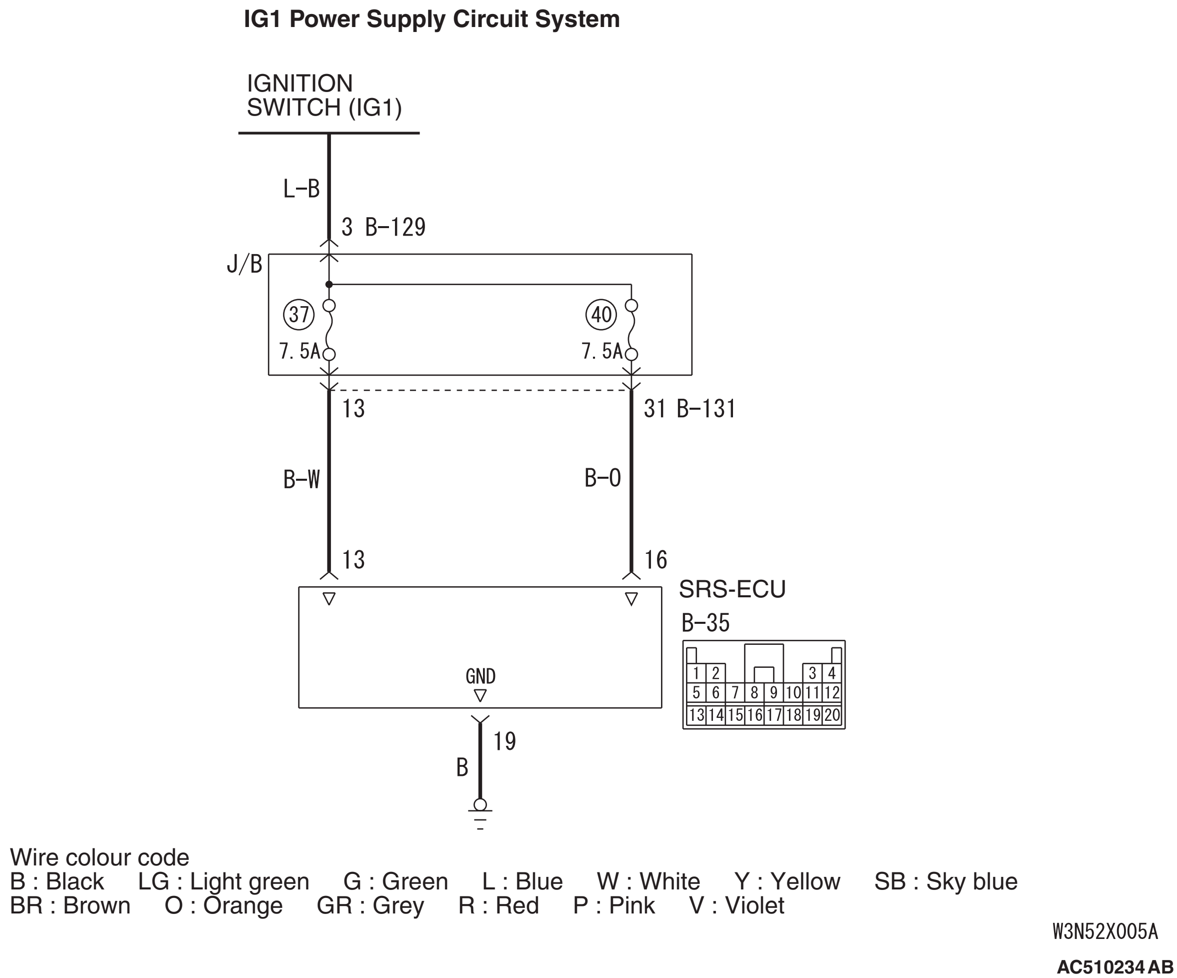
Q: Is diagnosis code 41 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.42: Power supply voltage (IG1 (B) voltage) drops abnormally.



OPERATION

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.

DIAGNOSIS CODE SET CONDITIONS

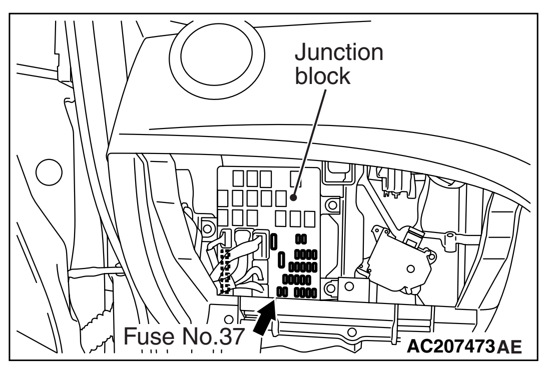
This diagnosis code is set if the voltage between the IG1 terminals (fuse No.37 circuit) and earth is lower than a predetermined value for a continuous period of 5 second or more. However, if the system returns to normal condition, code number 42 will be erased automatically and the SRS warning lamp will go out.

PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

STEP 1. Check junction block fuse number 37.

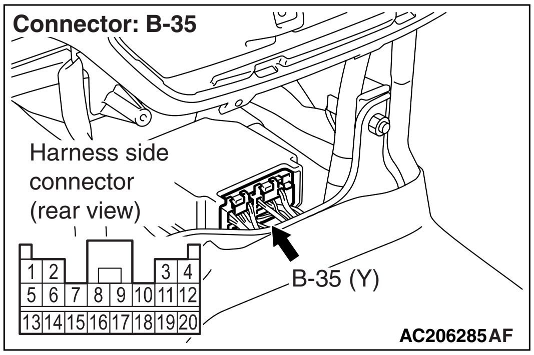


Q: Is the fuse burned out?

YES : Go to Step 4.
NO : Go to Step 2.

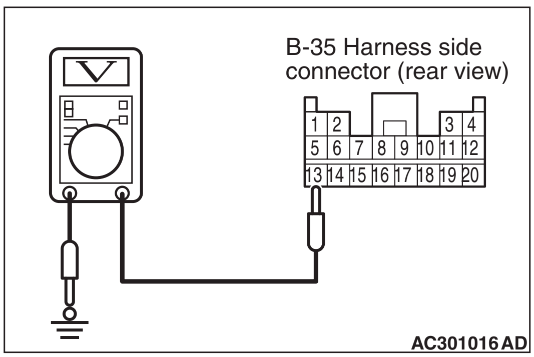
STEP 2. Voltage measurement at SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

⚠ **CAUTION**



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

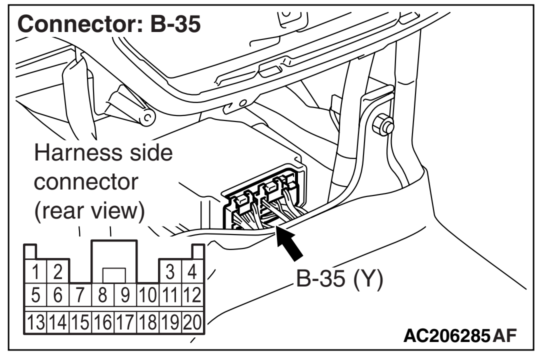
(5) Voltage measurement between B-35 harness side connector terminal 13 and body earth.

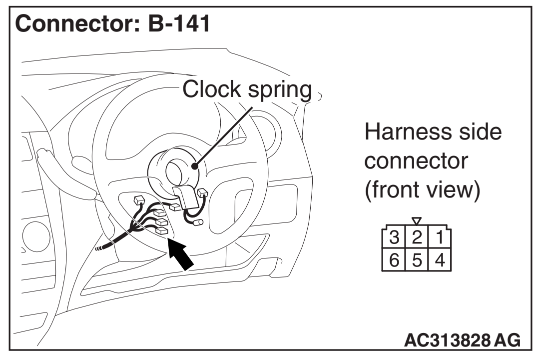
OK: 9 V or more

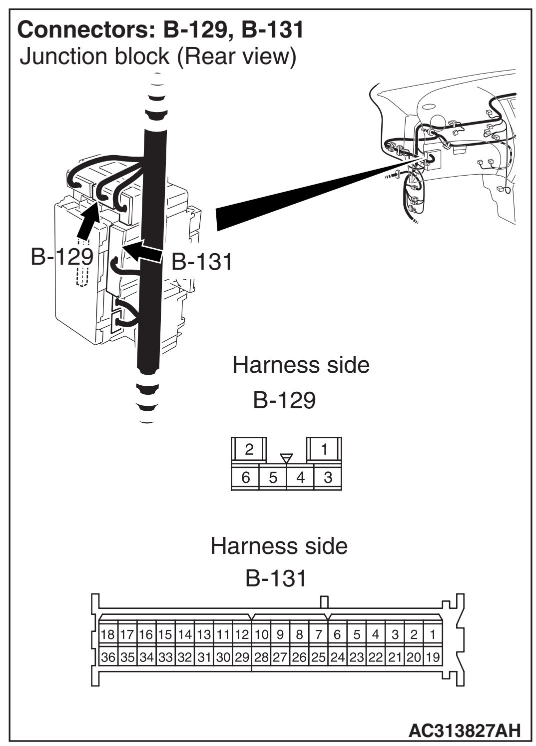
Q: Is the check result normal?

YES : Go to Step 7.
NO : Go to Step 3.

STEP 3. Connector check: SRS-ECU connector B-35 and ignition switch connector B-141, junction block connector B-129 and B-131.







Q: Is the check result normal?

YES : Check the harness wires for open or short circuit between SRS-ECU connector B-35 (terminal No.13) and ignition switch connector B-141 (terminal No.2), and repair if necessary.
NO : Repair or replace it.

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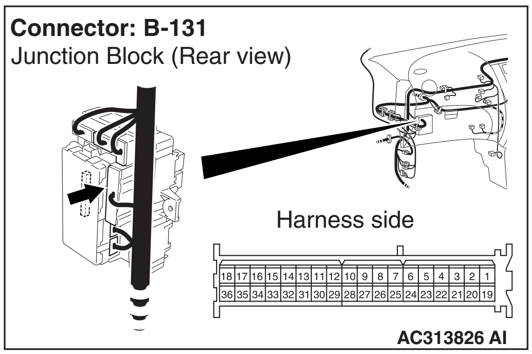
STEP 4. Check a burned-out fuse.

(1) Replace the fuse.
(2) Turn the ignition switch to the "ON" position, wait for at least one minute and then turn the ignition switch to the "LOCK" (OFF) position.
(3) Check the fuse.

Q: Is the fuse in good condition?

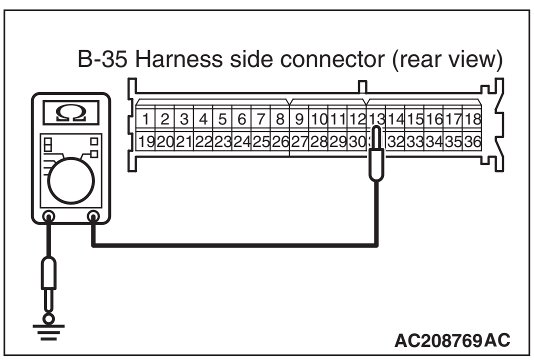
YES : Go to Step 7.
NO : Go to Step 5.

STEP 5. Resistance measurement at the junction block connector B-131



(1) Disconnect junction block connector B-131, and measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

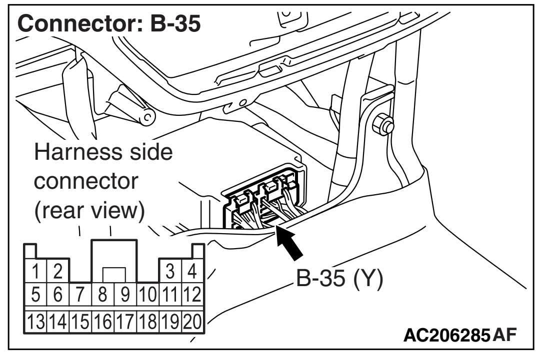
(2) Resistance measurement between terminal 13 and body earth.

OK: Open circuit

Q: Is the check result normal?

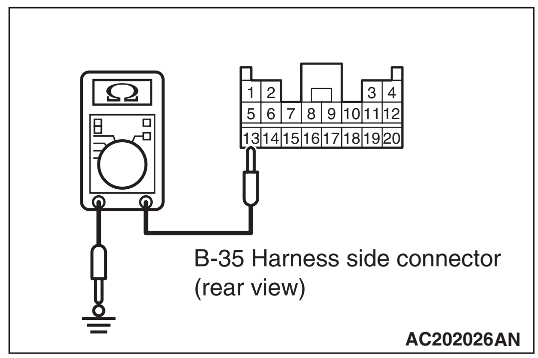
YES : Check the other circuit, which flows through fuse number 37.
NO : Go to Step 6.

STEP 6. Resistance measurement at the SRS-ECU connector B-35.



(1) Disconnect SRS-ECU connector B-35 and measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(2) Resistance measurement between terminal 13 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 7.
NO : Check the harness wire for short circuit between SRS-ECU connector B-35 (terminal No.13) and junction block connector B-131 (terminal No.13), and repair if necessary.

STEP 7. Check whether the diagnosis code is reset.

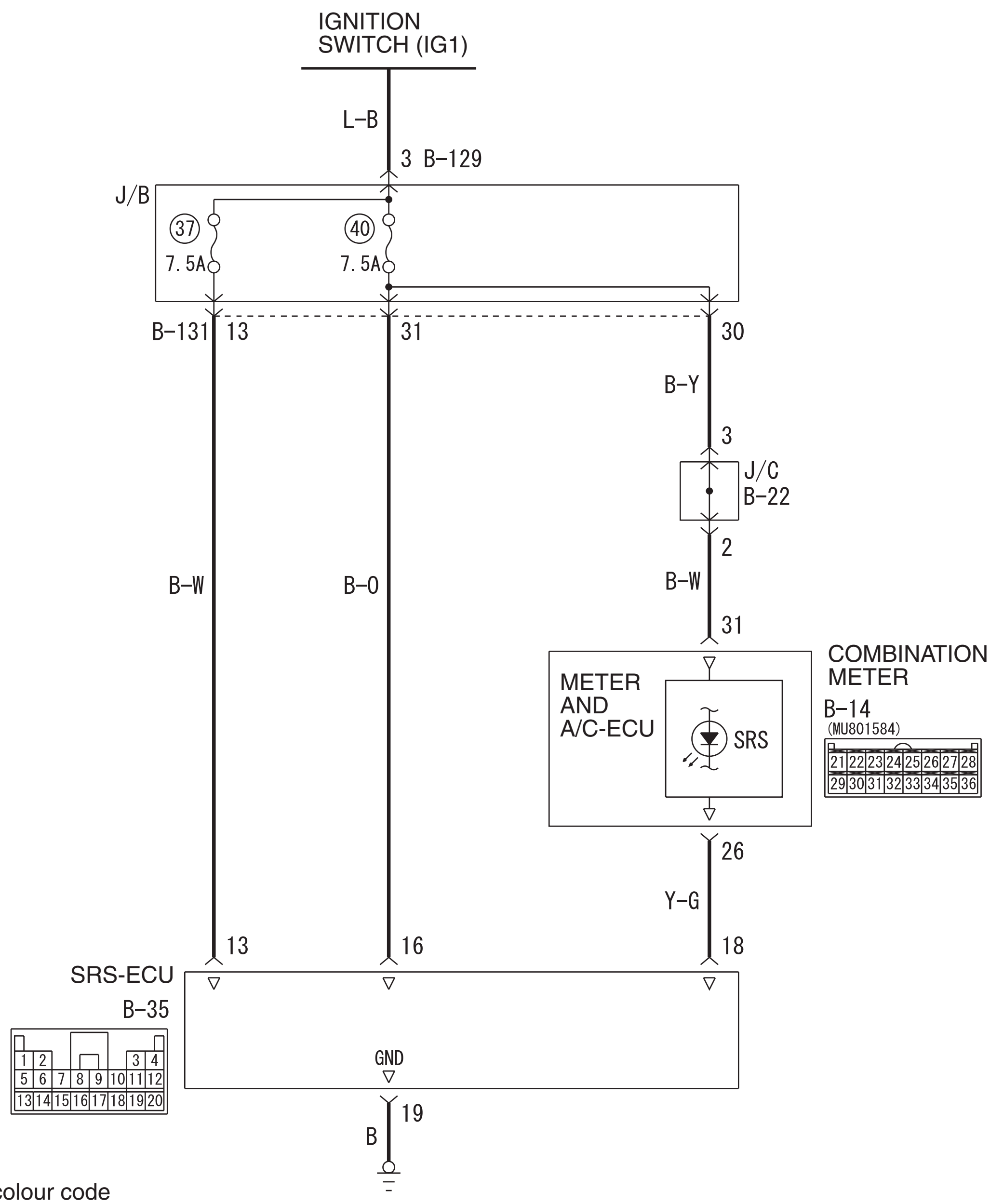
Q: Is diagnosis code 42 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).
NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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DIAGNOSIS CODE 43: SRS warning lamp circuit open-circuited (Lamp does not Illuminate).

SRS Warning Lamp Drive Circuit



Wire colour code
B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Grey R : Red P : Pink V : Violet

W3N52X007A

AC510235AB

OPERATION

- Power for the SRS warning lamp is supplied from the ignition switch (IG1) circuit.
- The SRS warning lamp illuminates when the ignition switch is turned to the "ON" position and goes out after approximately 7 seconds if there is not a malfunction in the SRS system.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code will be set if the SRS warning lamp driving circuit is short to earth. However, if the vehicle condition returns to normal, diagnosis code 43 will be automatically erased, and the SRS warning lamp will go out.

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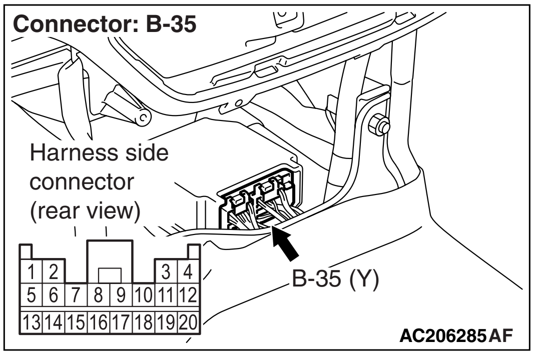
PROBABLE CAUSES

- Damaged wiring harnesses of connectors
- Malfunction of the SRS-ECU
- Malfunction of the combination meter

DIAGNOSIS PROCEDURE

STEP 1. Check the SRS warning lamp.

(1) Disconnect the negative battery terminal.

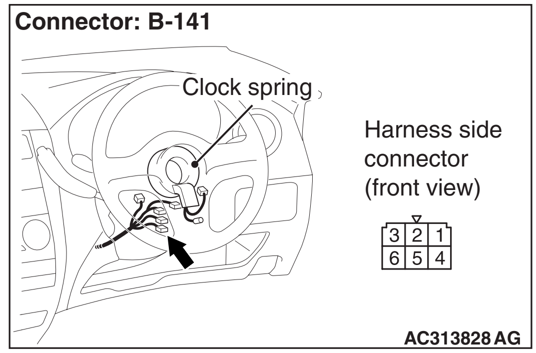


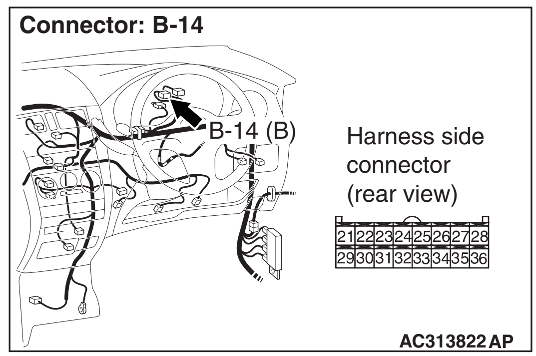
(2) Disconnected the SRS-ECU connector B-35.
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

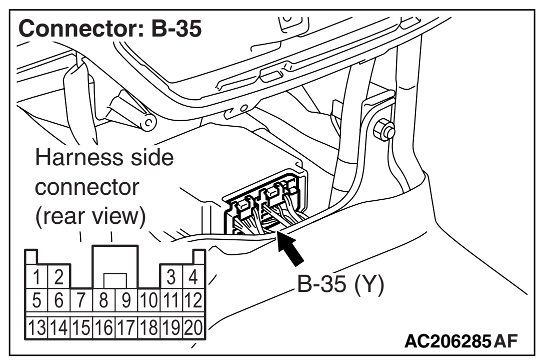
Q: Does the warning lamp illuminate?

YES : Go to Step 3.
NO : Go to Step 2.

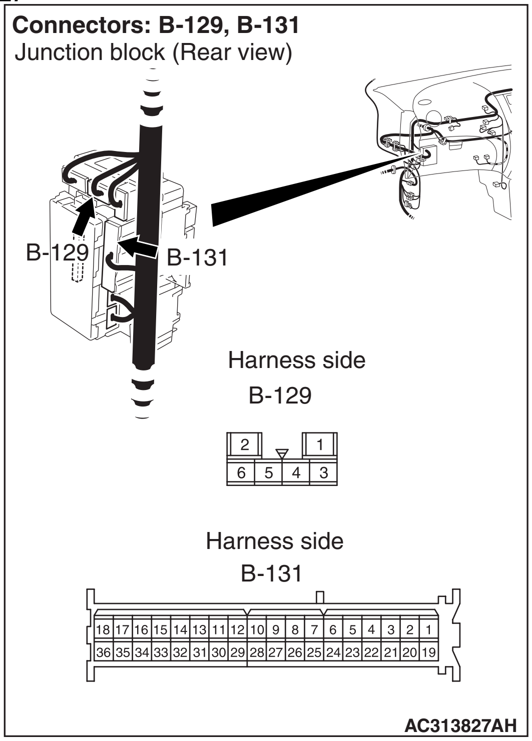
STEP 2. Check the harness for short circuit to earth between ignition switch connector B-141 (terminal No.2) and combination meter B-14 (terminal No.31) and between combination meter B-14 (terminal No.26) and SRS-ECU connector B-35 (terminal No.18).

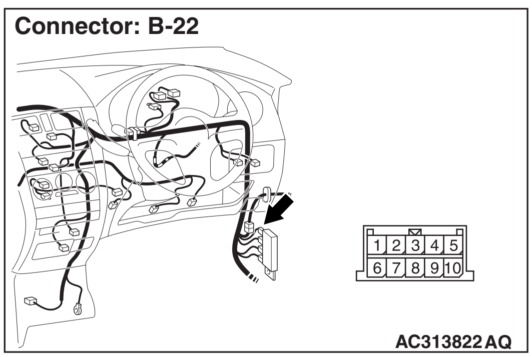






NOTE:





Prior to the wiring harness inspection, check junction connector B-129, B-131 junction connector B-22 and repair if necessary.

Q: Is the check result normal?

YES : . Replace the combination meter (Refer to GROUP 54A, Combination Meters Assembly P.54A-67).

NO : . Repair the harness wires between SRS-ECU connector B-35 (terminal No.18) and ignition switch connector (terminal No.2).

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 43 set?

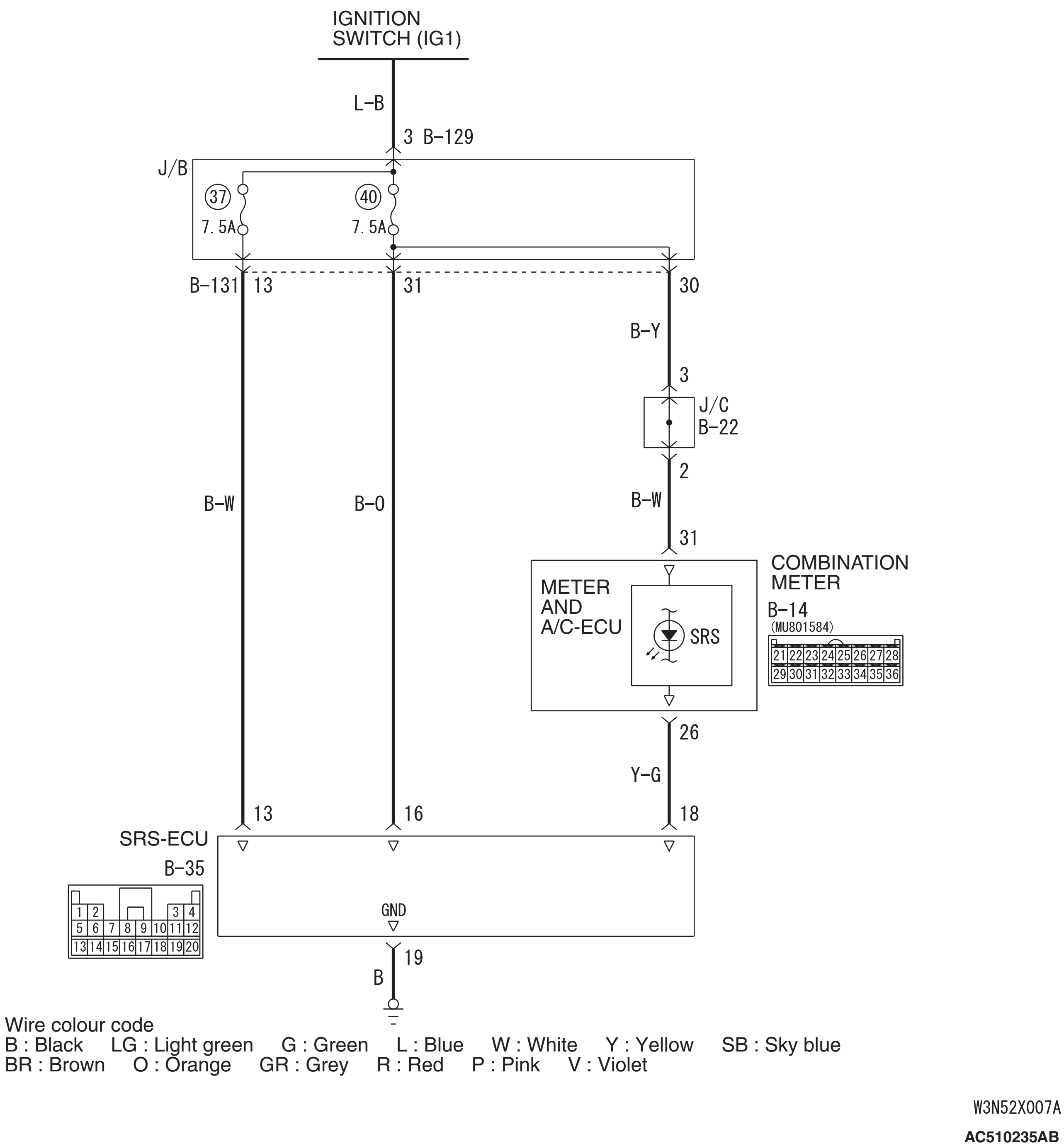
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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diagnosis code 43: SRS warning lamp circuit open-circuited (Lamp does not Switch Off).

SRS Warning Lamp Drive Circuit



OPERATION

- Power for the SRS warning lamp is supplied from the ignition switch (IG1) circuit.
- The SRS warning lamp illuminates when the ignition switch is turned to the "ON" position and goes out after approximately 7 seconds if there is not a malfunction in the SRS system.

DIAGNOSIS CODE SET CONDITIONS

- This diagnosis code will be set if an open circuit has occurred in the wiring harness between the SRS warning lamp and the SRS-ECU. However, if the vehicle condition returns to normal, diagnosis code 43 will be automatically erased, and the SRS warning lamp will go out.

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TROUBLESHOOTING HINTS

- Damaged wiring harnesses of connectors
- Malfunction of the SRS-ECU
- Malfunction of the combination meter

DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-III actuator test.

Use M.U.T.-III to perform the combination meter actuator tests.

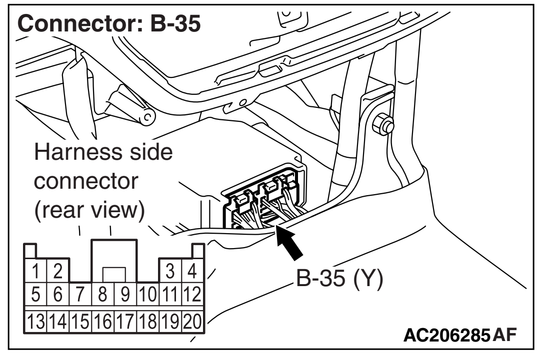
- Item No.A0: Illuminate the indicator lamp and the warning lamp.
- Item No.A1: Extinguish the indicator lamps and the warning lamps.

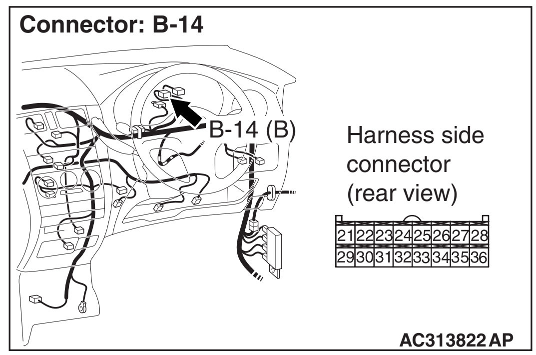
Q: Does the warning lamp illuminate/extinguish?

YES : Go to Step 2.

NO : Replace the combination meter (Refer to GROUP 54A, Combination Meters Assembly P.54A-67).

STEP 2. Check the harness for open circuit to earth between SRS-ECU connector B-35 (terminal No.18) and combination meter connector B-14 (terminal No.26).





Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wire between SRS-ECU connector B-35 (terminal No.18) and combination meter connector B-14 (terminal No.26).

STEP 3. Check whether the diagnosis code is reset.

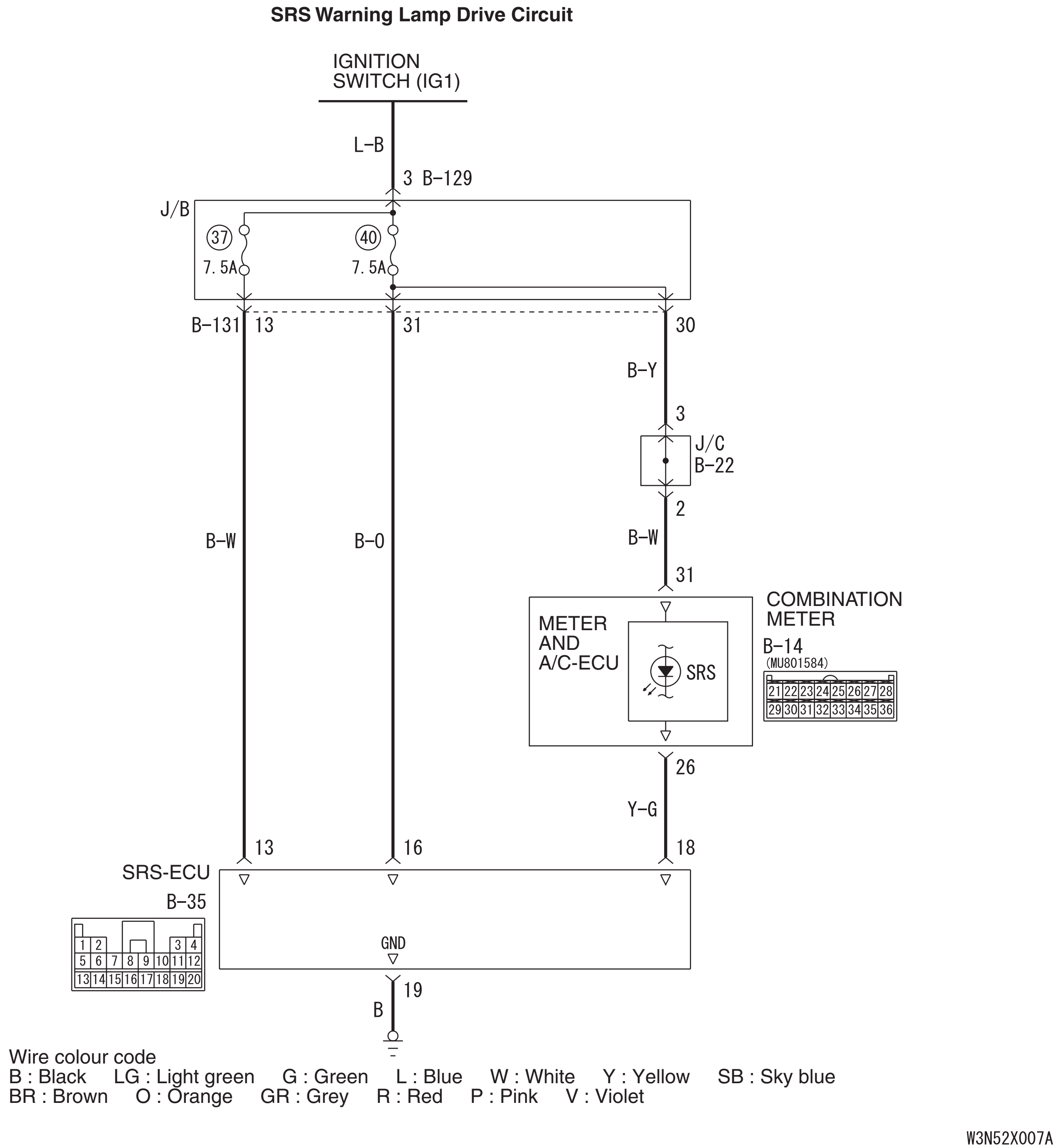
Q: Is diagnosis code 43 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.44: SRS warning lamp circuit malfunction



AC510235AB

OPERATION

- Power for the SRS warning lamp is supplied from the ignition switch (IG1).
- The SRS warning lamp illuminates when the ignition switch is turned to the "ON" position and goes out after approximately 7 seconds if there is not a malfunction in the SRS system.

DIAGNOSIS CODE SET CONDITIONS

This code will be set if the SRS warning lamp driving circuit is short or the transistor failure in the SRS-ECU is detected. However, if the system returns to normal condition, code No.44 will be erased automatically and the SRS warning lamp will go out.

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PROBABLE CAUSES

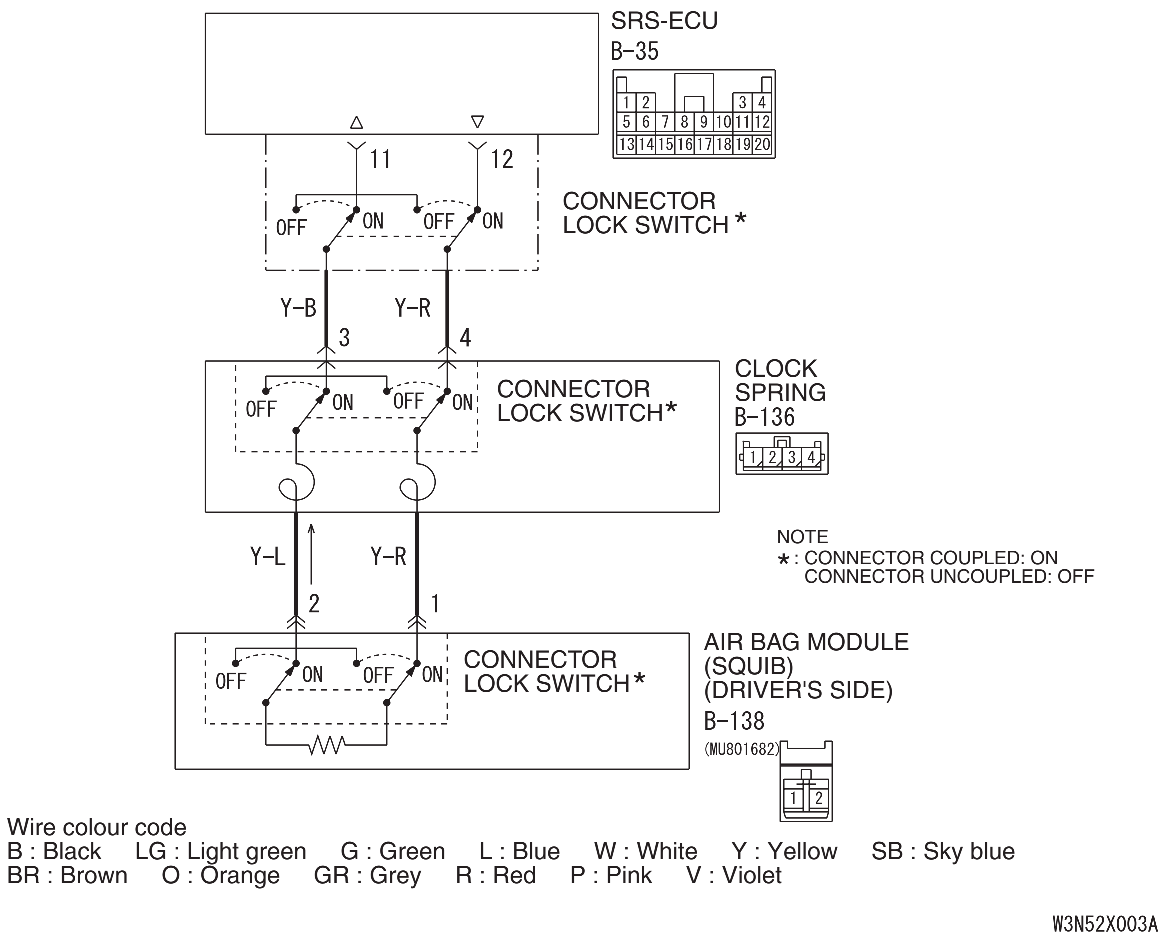
- Damaged wiring harnesses of connectors
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

Check the SRS warning lamp drive circuit system. Refer to P.52B-78.

Code No.61: Driver's air bag module (squib) system (short-circuited to the power supply)

Driver's Air Bag Module (Squib) Circuit



AC510223AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the driver's air bag squib wire(s) are short-circuited to the power supply.

PROBABLE CAUSES

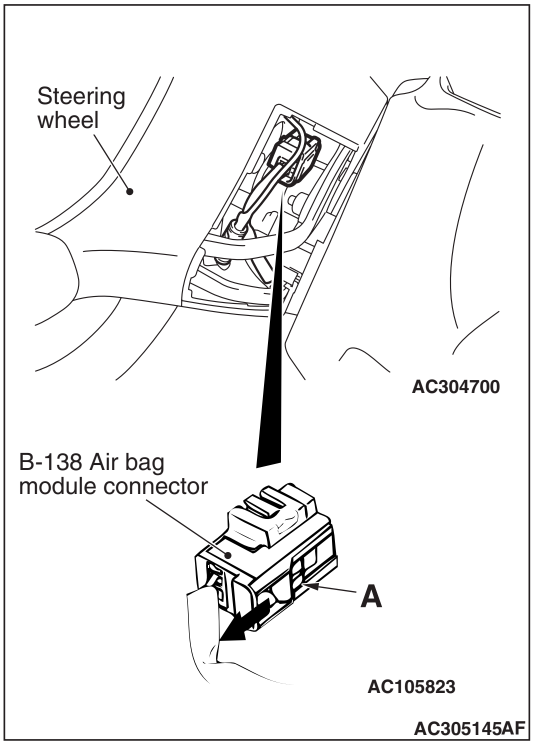
- Malfunction of the clock spring
- Damaged harness wires and connectors
- Short to the power supply in the driver's air bag module (squib) harness
- Malfunction of the SRS-ECU

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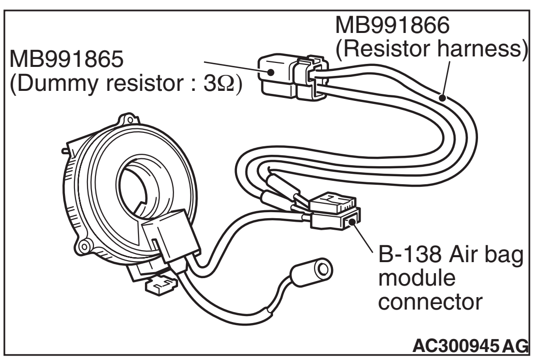
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) By sliding the A section (in the figure) of air bag module connector B-138 in arrow direction, disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into clock spring side air bag module connector B-138 by backprobing.

(5) Connect the negative battery terminal.

(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 61 out put?

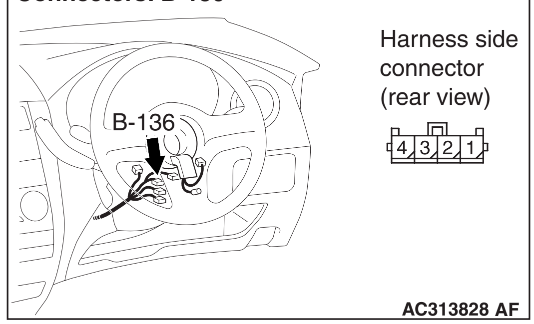
YES : Go to Step 2.

NO : Replace the driver's air bag module (Refer to P.52B-145).

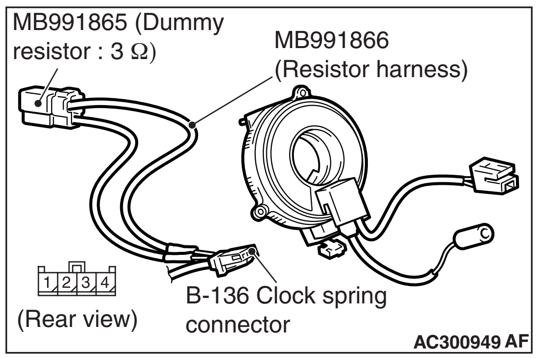
STEP 2. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.

Connectors: B-136



(2) Disconnect the clock spring connector B-136.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into clock spring harness side connector B-136 (terminal No.3 and 4) by backprobing.

(5) Connect the negative battery terminal.

(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 61 set?

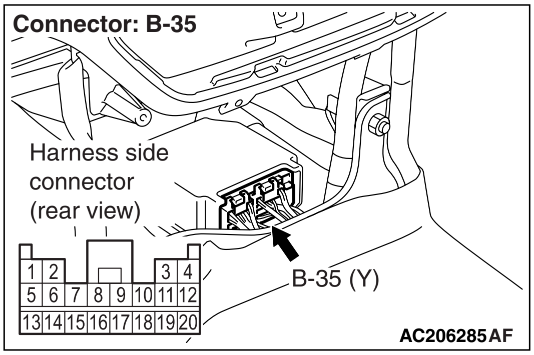
YES : Go to Step 3.

NO : Replace the clock spring (Refer to P.52B-145).

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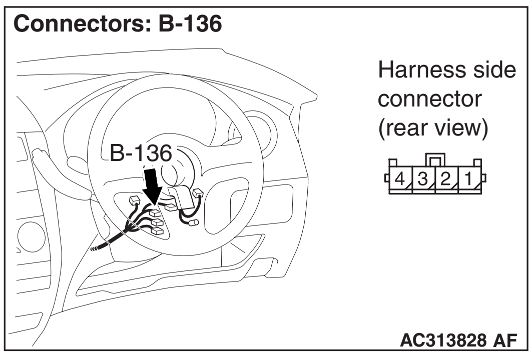
STEP 3. Voltage measurement at the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

⚠ *DANGER*



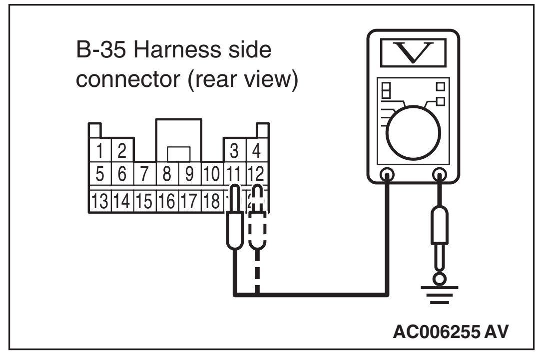
To prevents the air bag from deploying unintentionally, disconnect the clock spring connector B-136 to short the squib circuit.

(3) Disconnect the clock spring connector B-136.

(4) Connect the negative battery terminal.

(5) Turn the ignition switch to the "ON" position.

⚠ **CAUTION**



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(6) Voltage measurement between B-35 harness side connector terminals 11, 12 and body earth.

OK: 0 V

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.11 and 12) and clock spring connector B-136 (terminal No.3 and 4).

STEP 4. Check whether the diagnosis code is reset.

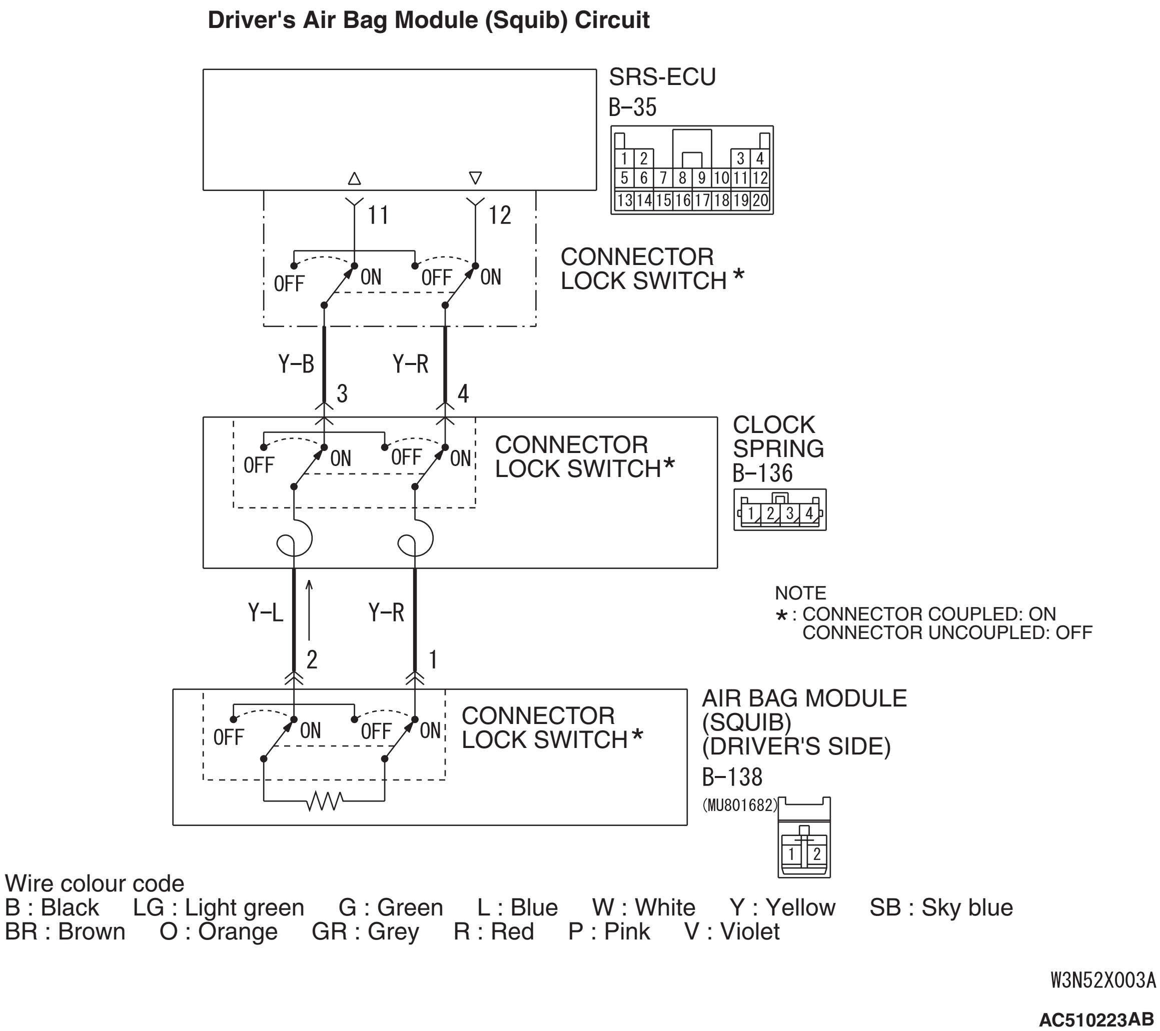
Q: Is diagnosis code 61 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.62: Driver's air bag module (squib) system (short-circuited to the earth)



OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the driver's air bag squib wire(s) are short-circuited to the earth.

PROBABLE CAUSES

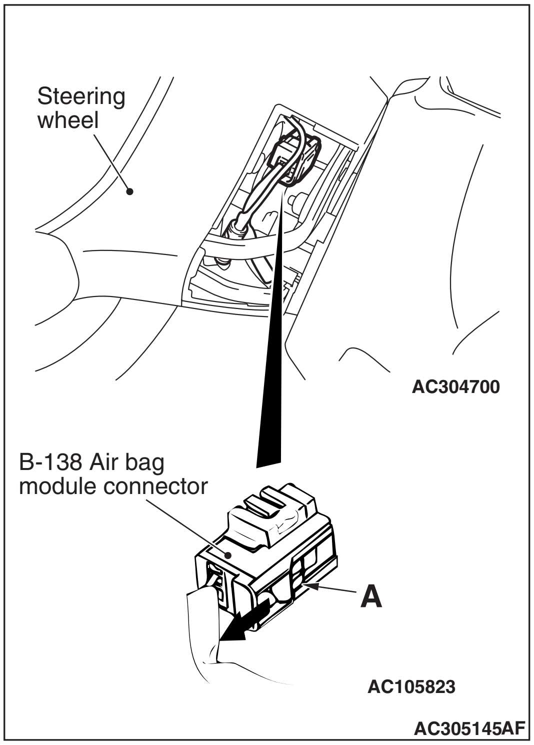
- Malfunction of the clock spring
- Damaged harness wires and connectors
- Short to the earth in the driver's air bag module (squib) harness
- Malfunction of the SRS-ECU

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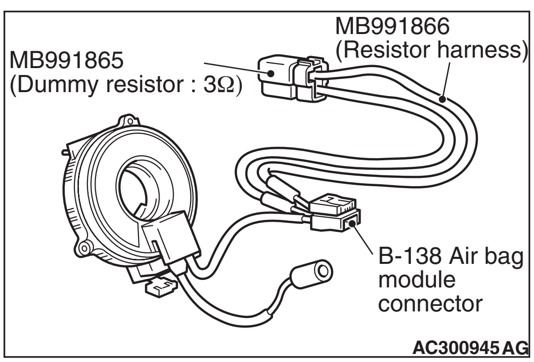
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) By sliding the A section (in the figure) of air bag module connector B-138 in arrow direction, disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into clock spring side air bag module connector B-138 by backprobing.

(5) Connect the negative battery terminal.

(6) Erase the diagnosis code memory, and check the diagnosis code.

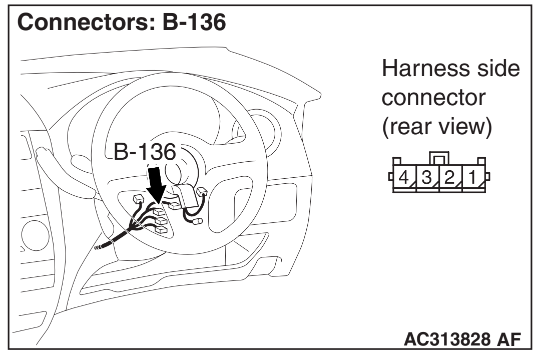
Q: Is diagnosis code 62 out put?

YES : Go to Step 2.

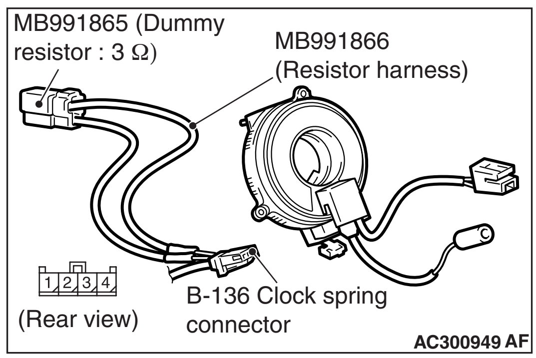
NO : Replace the driver's air bag module (Refer to P.52B-145).

STEP 2. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the clock spring connector B-136.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into clock spring harness side connector B-136 (terminal No.3 and 4) by backprobing.

(5) Connect the negative battery terminal.

(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 62 set?

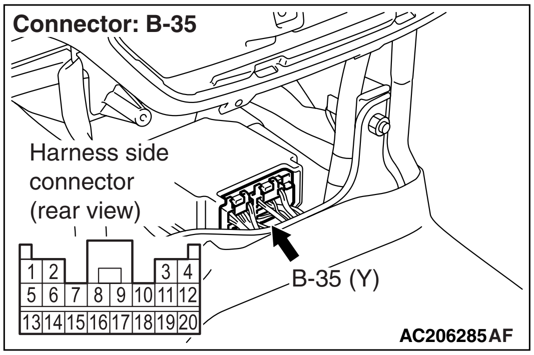
YES : Go to Step 3.

NO : Replace the clock spring (Refer to P.52B-145).

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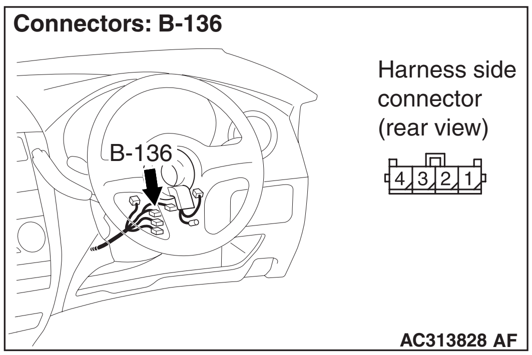
STEP 3. Resistance measurement at the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

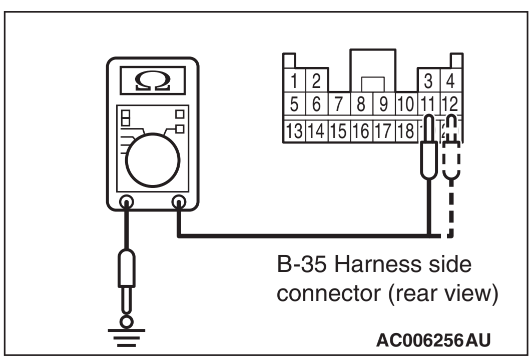
⚠ DANGER



To prevents the air bag from deploying unintentionally, disconnect the clock spring connector B-136 to short the squib circuit.

(3) Disconnect the clock spring connector B-136.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Check for continuity between B-35 harness side connector terminals 11, 12 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.11 and 12) and clock spring connector B-136 (terminal No.3 and 4).

STEP 4. Check whether the diagnosis code is reset.

Q: Is diagnosis code 62 set?

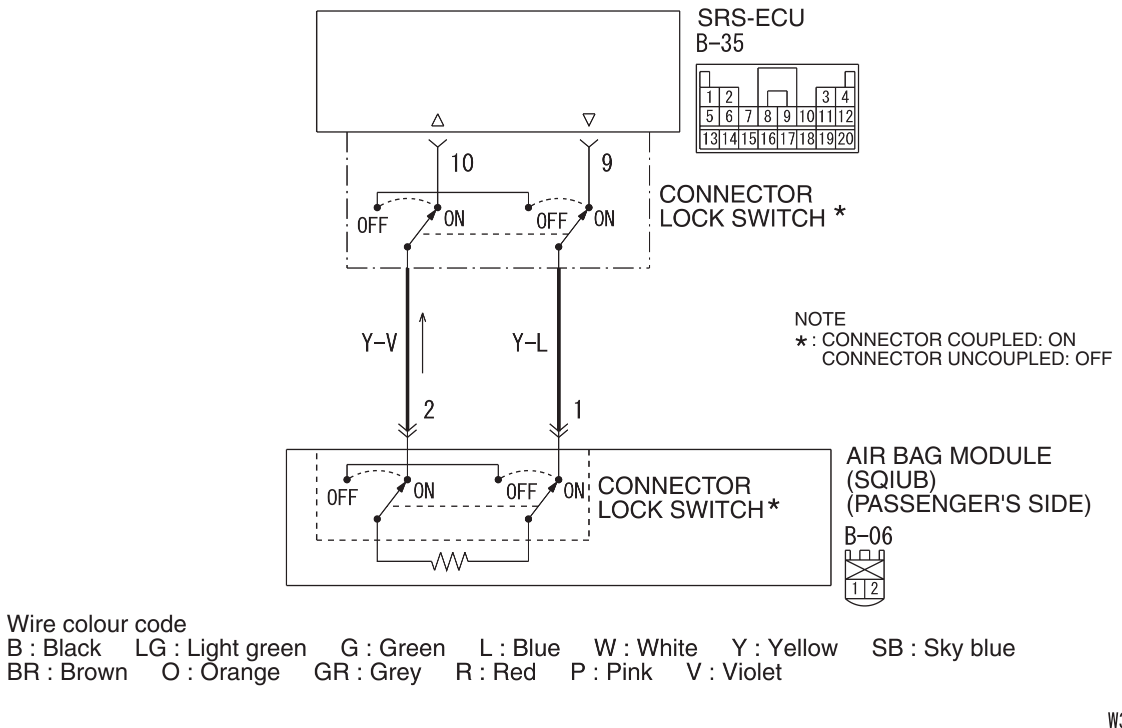
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.64: Passenger's (front) air bag module (squib) system (short-circuited to the power supply)

Passenger's (Front) Air Bag Module (Squib) Circuit



AC510225AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the passenger's (front) air bag squib wire(s) are short-circuited to the power supply.

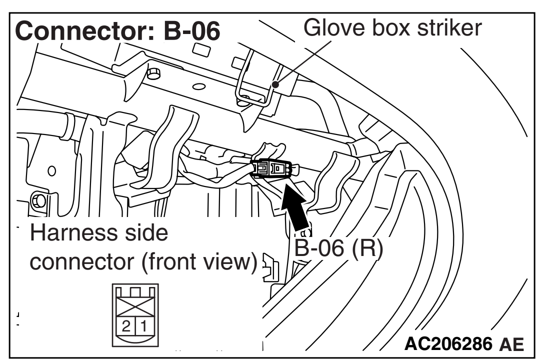
PROBABLE CAUSES

- Damaged harness wires and connectors
- Short to the power supply in the passenger's (front) air bag module (squib) harness
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

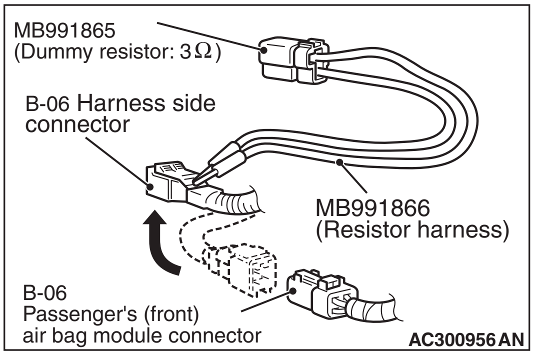
STEP1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Unclip passenger’s (front) air bag module connector B-06.

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(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

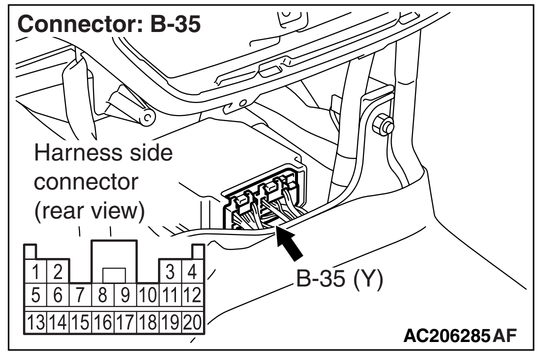
(4) Disconnect the passenger's (front) air bag module connector B-06, and insert special tool (MB991866) into the harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 64 set?

YES : Go to Step 2.
NO : Replace the passenger's (front) air bag module (Refer to P.52B-145).

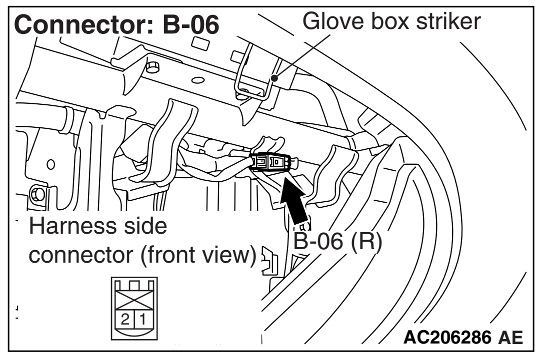
STEP 2. Voltage measurement at the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

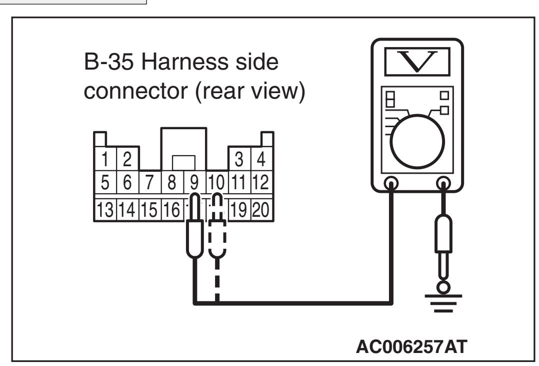
⚠ CAUTION



To prevents the air bag from deploying unintentionally, disconnect the passenger's (front) air bag module connector B-06 to short the squib circuit.

(3) Disconnect the passenger's (front) air bag module connector B-06.
(4) Connect the negative battery terminal.
(5) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

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(6) Voltage measurement between B-35 harness side connector terminals 9, 10 and body earth.

OK: 0 V

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.9 and 10) and passenger's (front) air bag module connector B-06 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

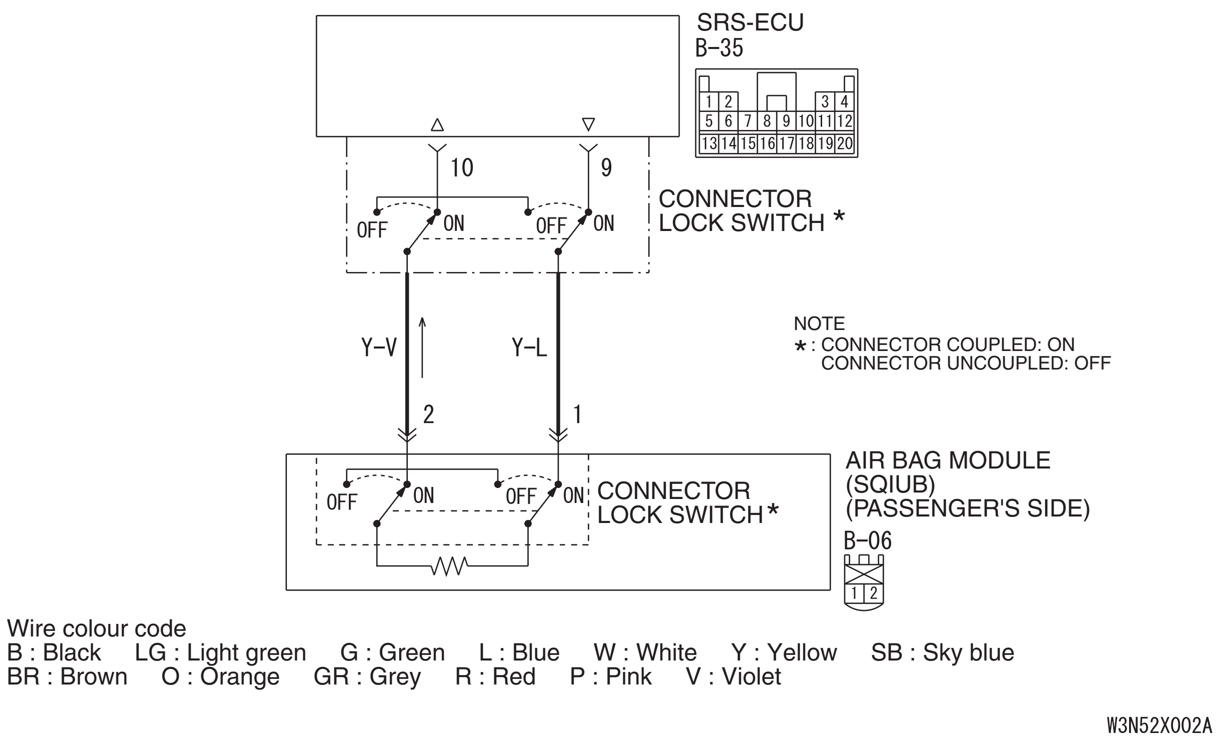
Q: Is diagnosis code 64 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.65: Passenger's (front) air bag module (squib) system (short-circuited to the earth)

Passenger's (Front) Air Bag Module (Squib) Circuit



AC510225AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the passenger's (front) air bag squib wire(s) are short-circuited to the earth.

PROBABLE CAUSES

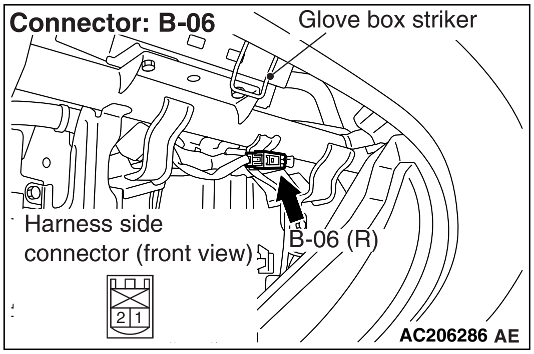
- Damaged harness wires and connectors
- Short to the earth in the passenger's (front) air bag module (squib) harness
- Malfunction of the SRS-ECU

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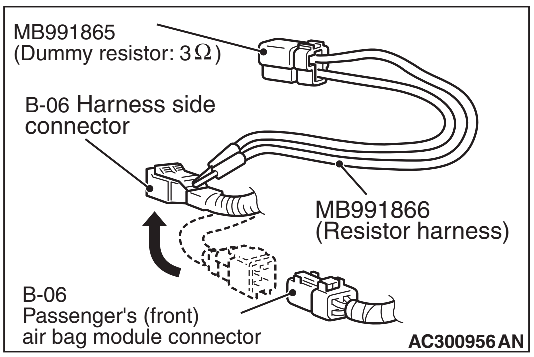
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Unclip passenger’s (front) air bag module connector B-06.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Disconnect the passenger's (front) air bag module connector B-06, and insert special tool (MB991866) into the harness side connector by backprobing.

(5) Connect the negative battery terminal.

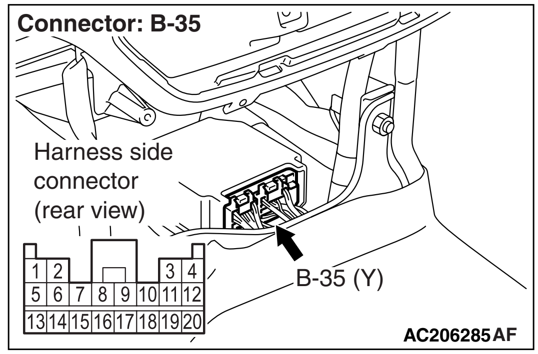
(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 65 set?

YES : Go to Step 2.

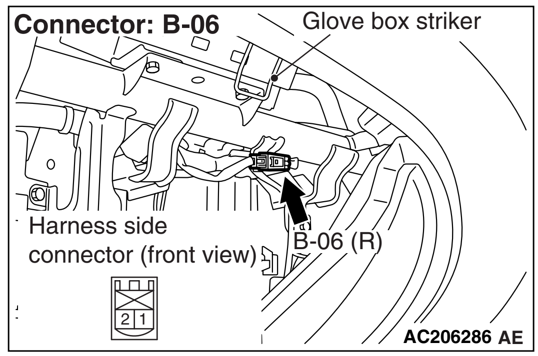
NO : Replace the passenger's (front) air bag module (Refer to P.52B-145).

STEP 2. Resistance measurement at the SRS-ECU connector B-35.



(1) Disconnect SRS-ECU connector B-35.

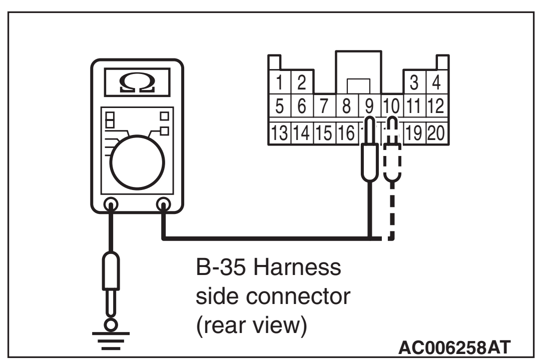
⚠ CAUTION



To prevents the air bag from deploying unintentionally, disconnect the passenger’s (front) air bag module connector B-06 to short the squib circuit.

(2) Unclip passenger’s (front) air bag module connector B-06.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between B-35 harness side connector terminals 9, 10 and body earth.

OK: Open circuit

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Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.9 and 10) and passenger's (front) air bag module connector B-06 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

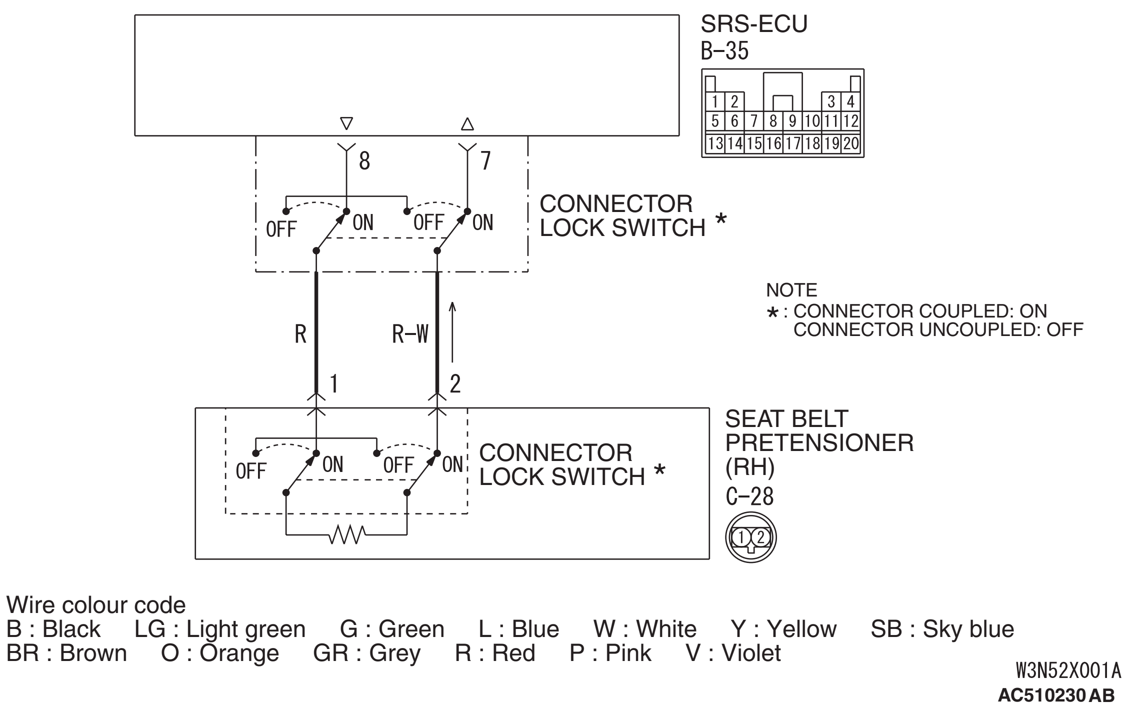
Q: Is diagnosis code 65 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.66: Driver's seat belt pre-tensioner (squib) system (short-circuited to the power supply)

Driver's Seat Belt Pre-Tensioner (Squib)



OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the driver's seat belt pre-tensioner wire(s) are short-circuited to the power supply.

PROBABLE CAUSES

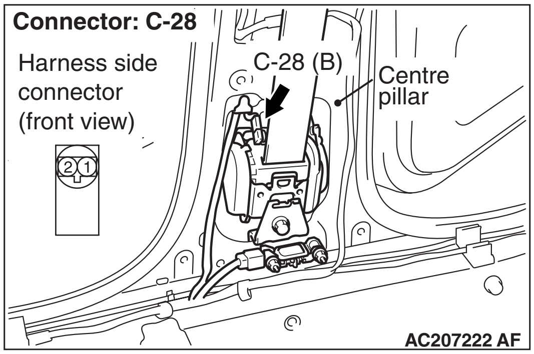
- Damaged wiring harnesses or connectors
- Short to the power supply in the driver's seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

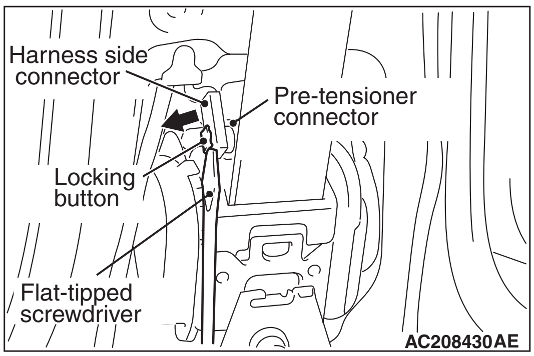
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DIAGNOSIS PROCEDURE

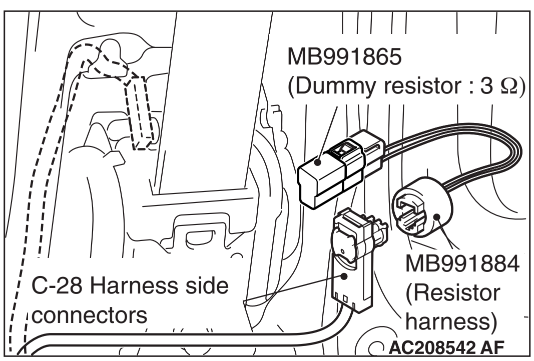
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect driver's seat belt pre-tensioner connector C-28. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



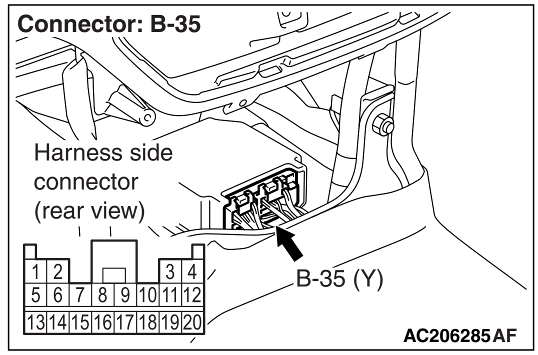
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
(4) Connect special tool (MB991884) to the C-28 harness side connector.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 66 set?

YES : Go to Step 2.
NO : Replace the driver's seat belt with pre-tensioner (Refer to P.52B-159).

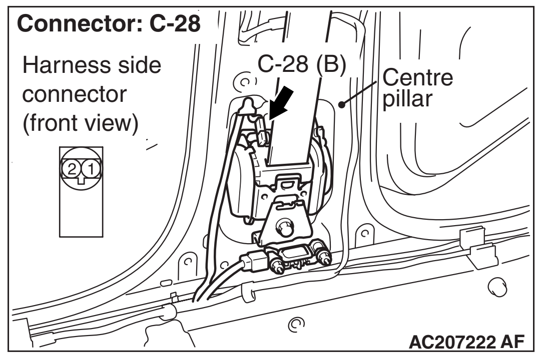
STEP 2. Voltage measurement at the SRS-ECU connector B-35.

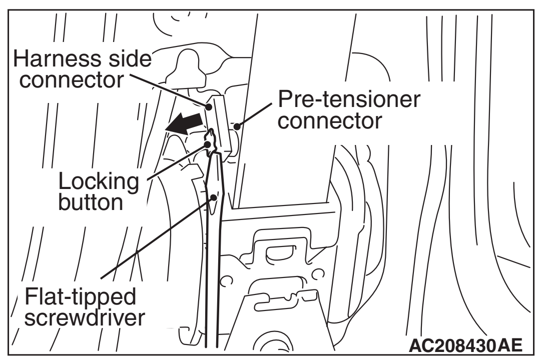
(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

⚠ DANGER





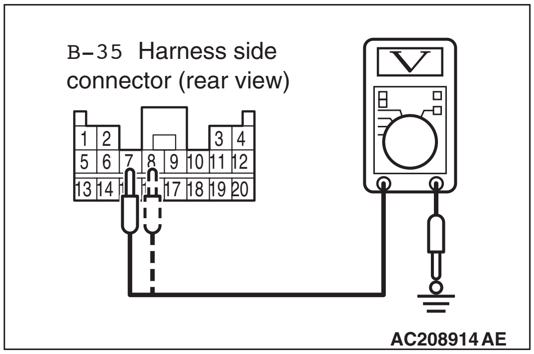
To prevents the air bag from deploying unintentionally, disconnect the driver's seat belt pre-tensioner connector C-28 to short the squib circuit.

(3) Disconnect driver's seat belt pre-tensioner connector C-28. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.
(4) Connect the negative battery terminal.

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(5) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(6) Voltage measurement between B-35 harness side connector terminals 7, 8 and body earth.

OK: 0 V

Q: Is the measured voltage within the specified range?

YES : . Go to Step 3.

NO : . Repair the harness wire between SRS-ECU connector B-35 (terminal Nos.7 and 8) and driver's seat belt pre-tensioner connector C-28 (terminal Nos.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

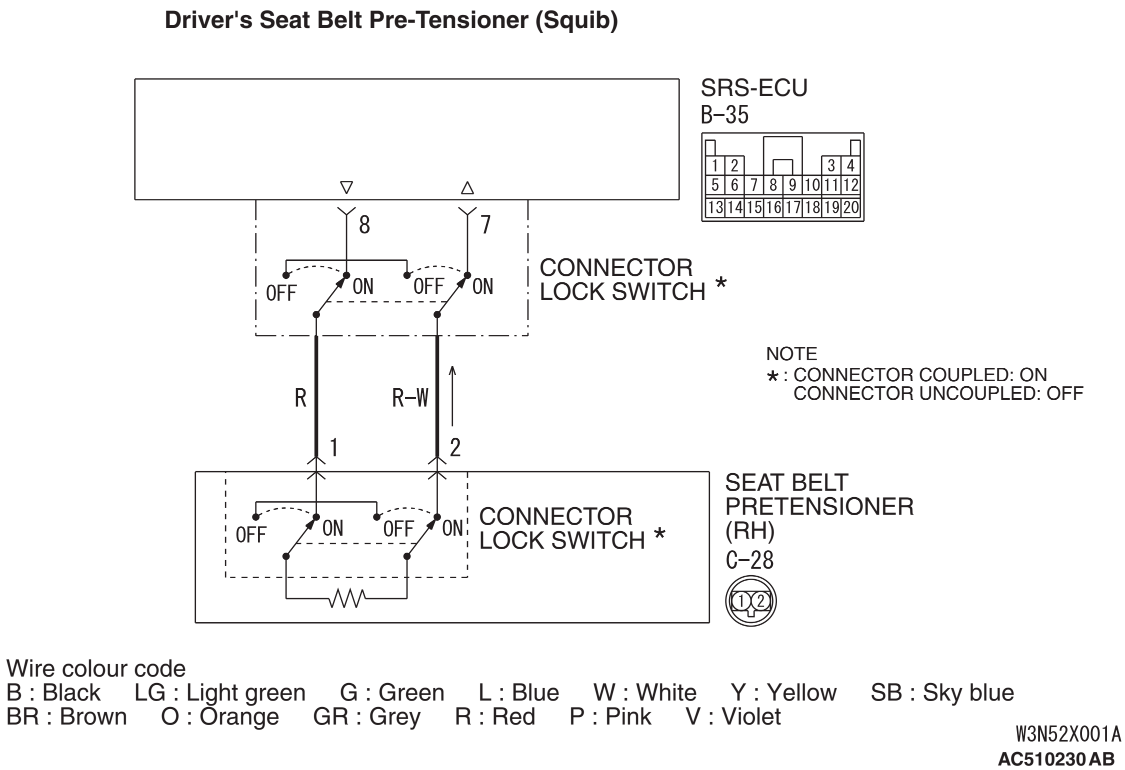
Q: Is diagnosis code 66 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.67: Driver's seat belt pre-tensioner (squib) system (short-circuited to the earth)



OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the driver's seat belt pre-tensioner wire(s) are short-circuited to the earth.

PROBABLE CAUSES

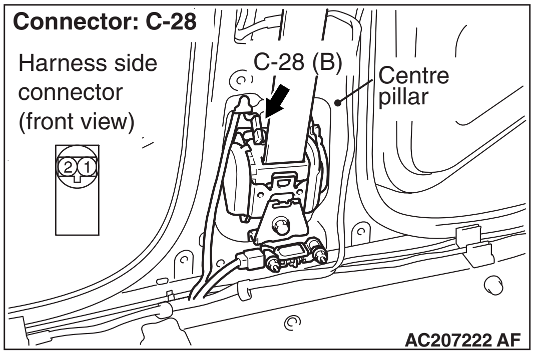
- Damaged wiring harnesses or connectors
- Short to the earth in the driver's seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

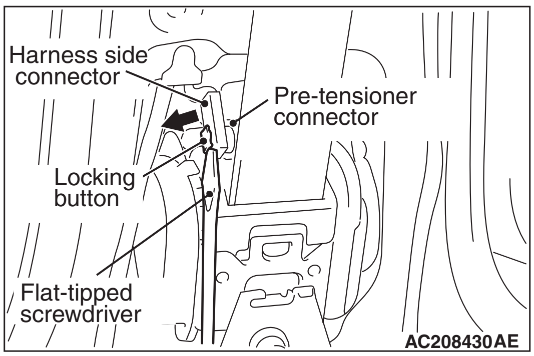
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DIAGNOSIS PROCEDURE

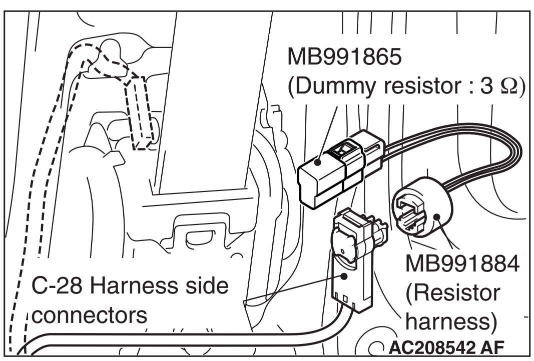
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect driver's seat belt pre-tensioner connector C-28. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
(4) Connect special tool (MB991884) to the C-28 harness side connector.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and check the diagnosis code.

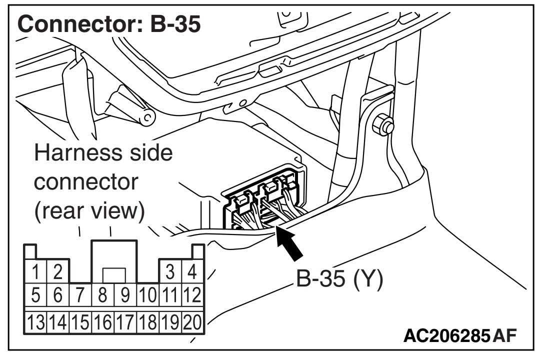
Q: Is diagnosis code 67 set?

YES : . Go to Step 2.

NO : . Replace the driver's seat belt with pre-tensioner (Refer to P.52B-159).

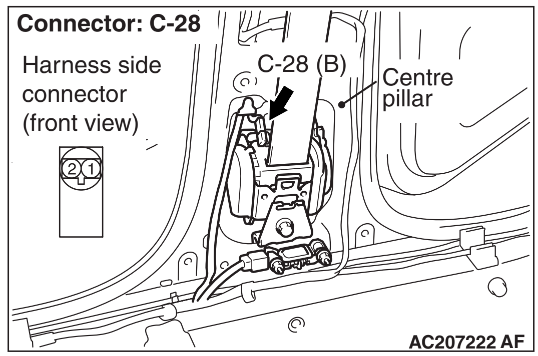
STEP 2. Resistance measurement at the SRS-ECU connector B-35.

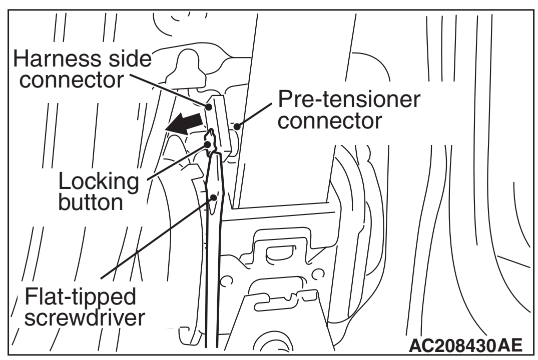
(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.

⚠ DANGER



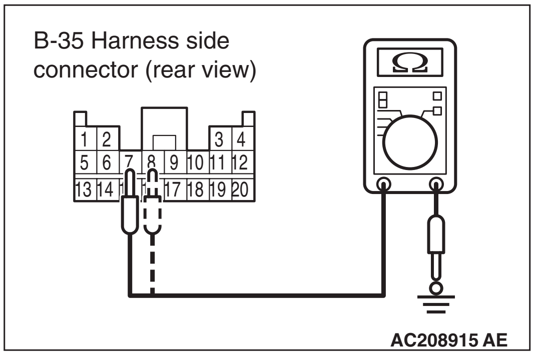


To prevents the air bag from deploying unintentionally, disconnect the driver's seat belt pre-tensioner connector C-28 to short the squib circuit.

(3) Disconnect driver's seat belt pre-tensioner connector C-28. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

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⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between B-35 harness side connector terminals 7, 8 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : . Go to Step 3.

NO : . Repair the harness wire between SRS-ECU connector B-35 (terminal Nos.7 and 8) and driver's seat belt pre-tensioner connector C-28 (terminal Nos.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

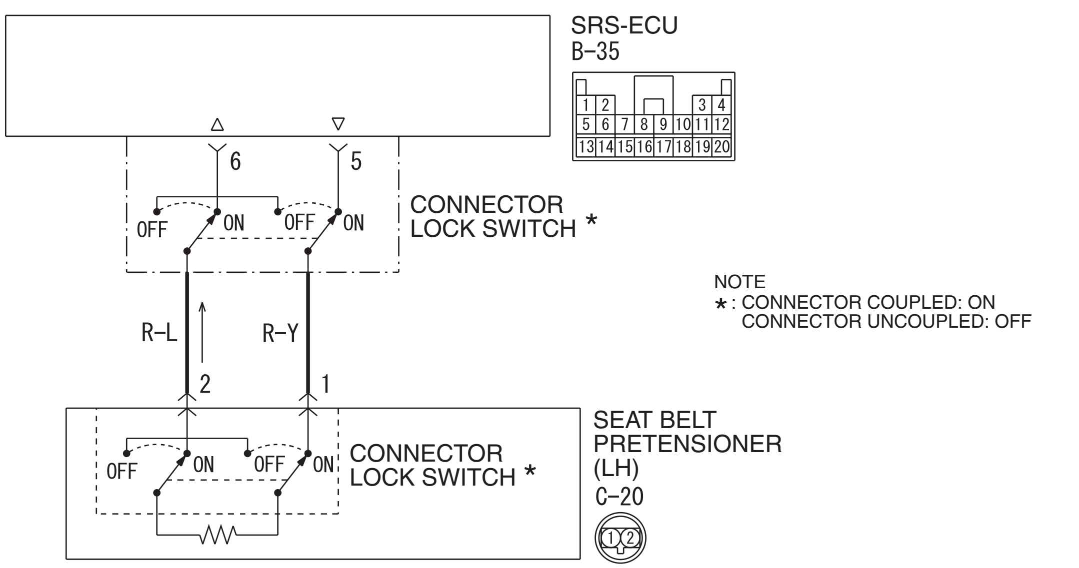
Q: Is diagnosis code 67 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.68: Passenger's (front) seat belt pre-tensioner (squib) system (short-circuited to the power supply)

Passenger's (Front) Seat Belt Pre-tensioner (Squib)



Wire colour code
B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Grey R : Red P : Pink V : Violet

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OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if passenger's (front) seat belt pre-tensioner wire(s) are short-circuited to the power supply.

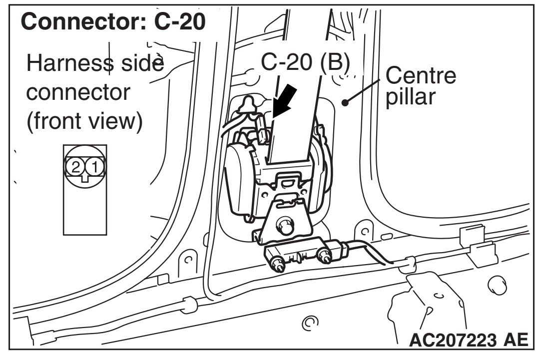
PROBABLE CAUSES

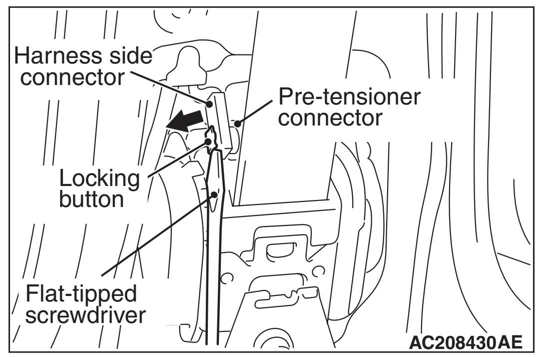
- Damaged wiring harnesses or connectors
- Short to the power supply in the passenger's (front) seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

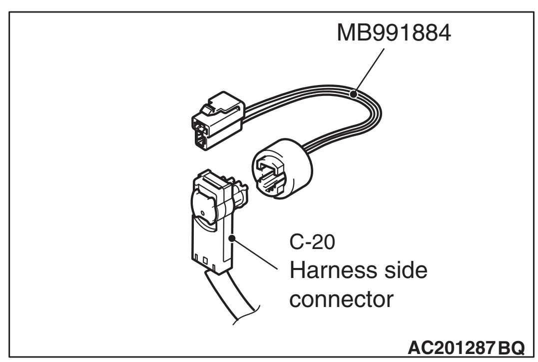
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect passenger's (front) seat belt pre-tensioner connector C-20. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
(4) Connect special tool (MB991884) to the C-20 harness side connector.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

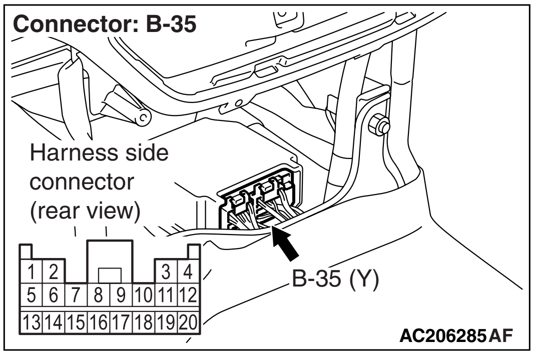
Q: Is diagnosis code 68 set?

YES : Go to Step 2.
NO : Replace the passenger's (front) seat belt pre-tensioner (Refer to P.52B-159).

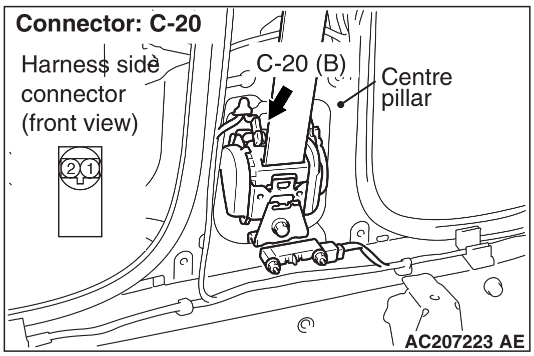
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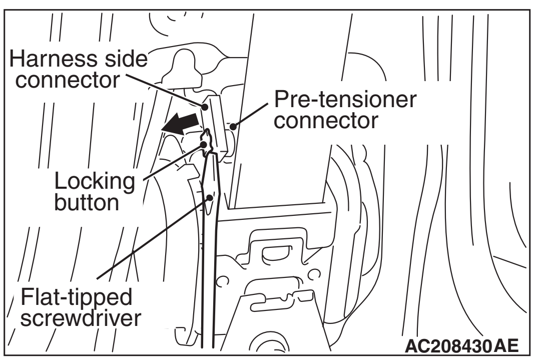
STEP 2. Voltage measurement at the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.





⚠ DANGER

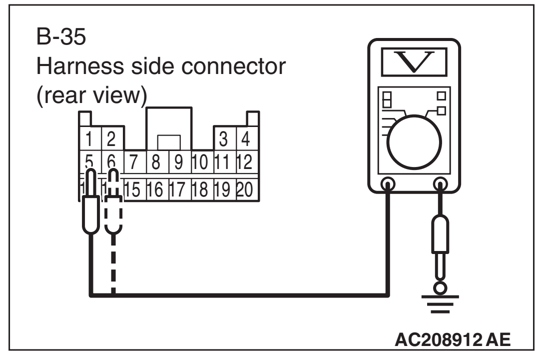
To prevents the air bag from deploying unintentionally, disconnect the passenger's (front) seat belt pre-tensioner connector C-20 to short the squib circuit.

(3) Disconnect passenger's (front) seat belt pre-tensioner connector C-20. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

(4) Connect the negative battery terminal.

(5) Turn the ignition switch to the "ON" position,

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(6) Voltage measurement between B-35 harness side connector terminals 5, 6 and body earth.

OK: 0 V

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-35 (terminal No.5 and 6) and passenger's (front) seat belt pre-tensioner connector C-20 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

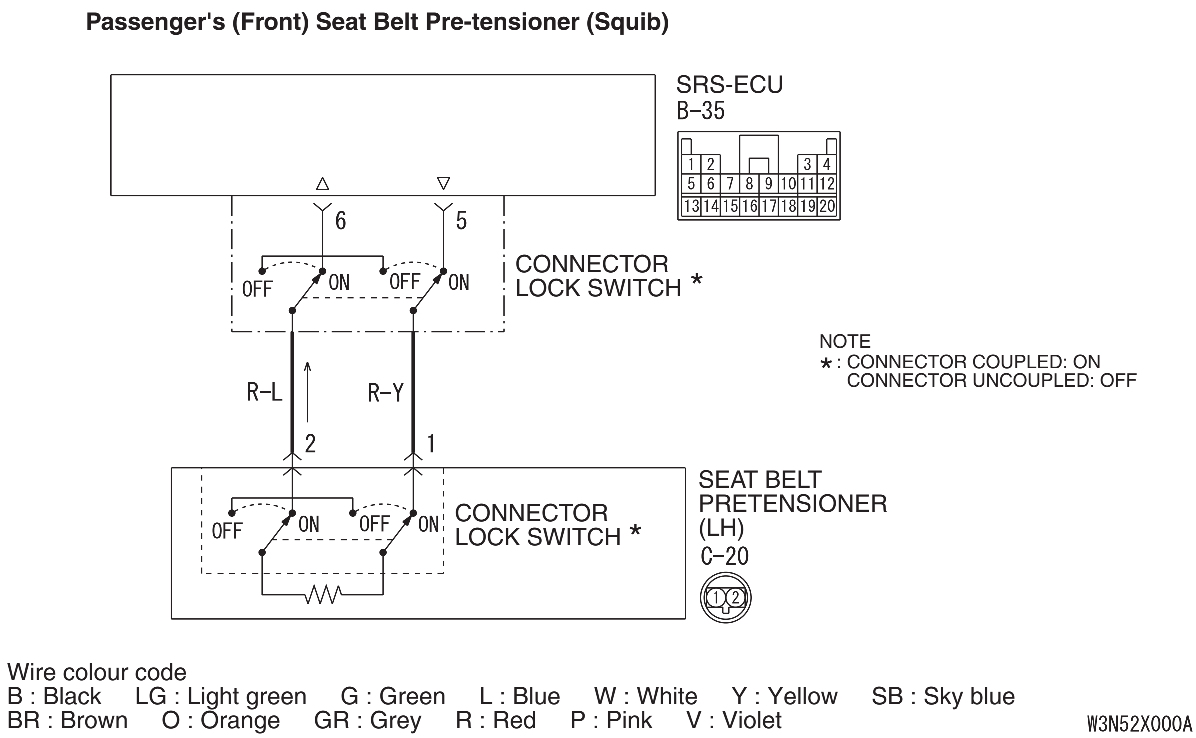
Q: Is diagnosis code 68 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.69: Passenger's (front) seat belt pre-tensioner (squib) system (short-circuited to the earth)



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OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if passenger's (front) seat belt pre-tensioner wire(s) are short-circuited to the earth.

PROBABLE CAUSES

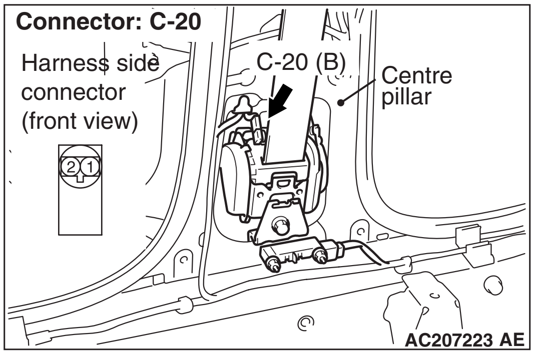
- Damaged wiring harnesses or connectors
- Short to the earth in the passenger's (front) seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

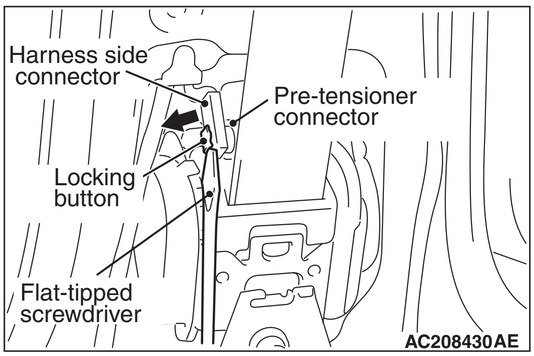
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DIAGNOSIS PROCEDURE

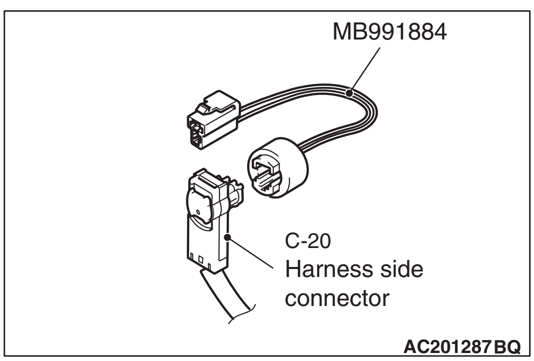
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect passenger's (front) seat belt pre-tensioner connector C-20. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



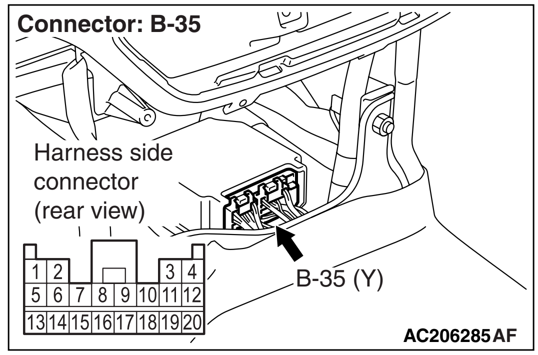
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
(4) Connect special tool (MB991884) to the C-20 harness side connector.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 69 set?

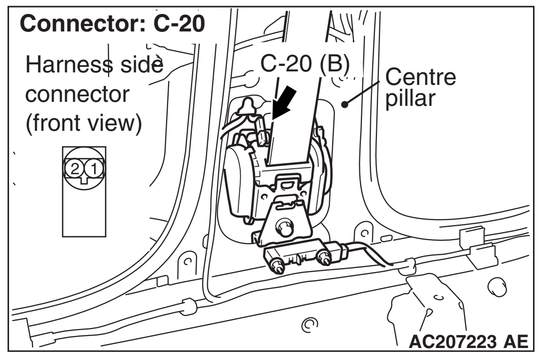
YES : . Go to Step 2.
NO : . Replace the passenger's seat belt pre-tensioner (Refer to P.52B-159).

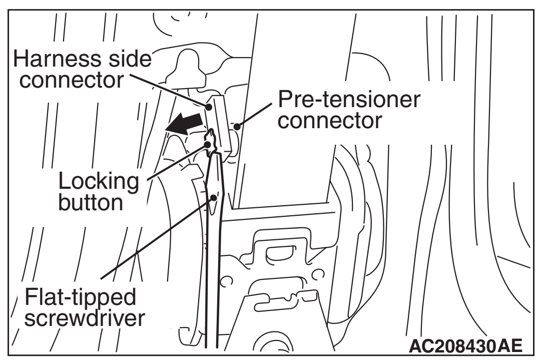
STEP 2. Resistance measurement at the SRS-ECU connector B-35

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35.





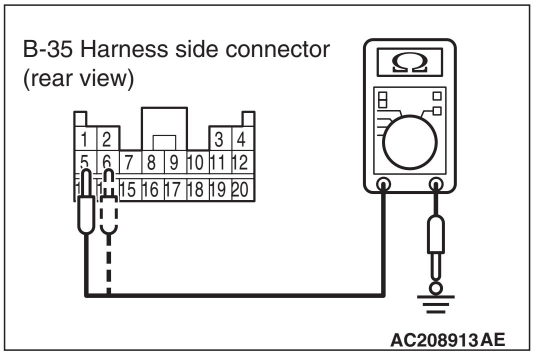
⚠ DANGER

To prevents the air bag from deploying unintentionally, disconnect the passenger's (front) seat belt pre-tensioner connector C-20 to short the squib circuit.

(3) Disconnect passenger's (front) seat belt pre-tensioner connector C-20. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

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⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between B-35 harness side connector terminals 5, 6 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : . Go to Step 3.

NO : . Repair the harness wires between SRS-ECU connector B-35 (terminal No.5 and 6) and passenger's (front) seat belt pre-tensioner connector C-20 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 69 set?

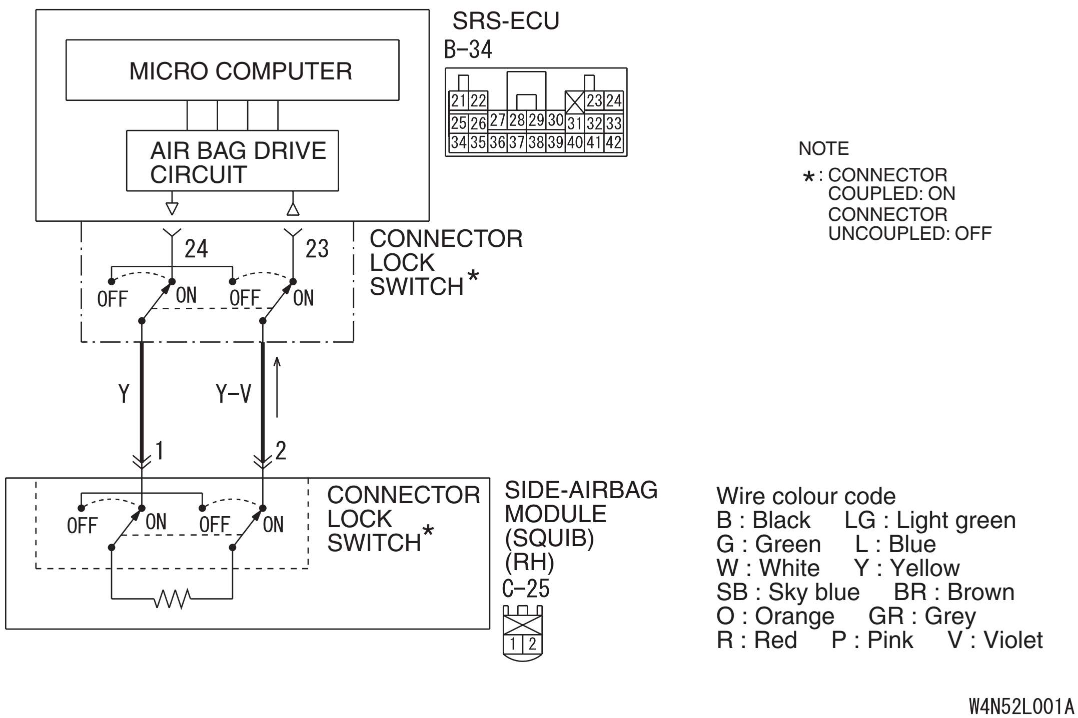
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.71: Side-airbag module (squib) (RH) system (short-circuited between terminals of the squib circuit)

Side-airbag Module (RH) (Squib) Circuit



AC510242 AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one side-airbag squib (RH) wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short between the side-airbag module (RH) (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector B-34 or C-25 is damaged or improperly engaged, the short spring may not be released when the connector is connected.*

DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-III diagnosis code

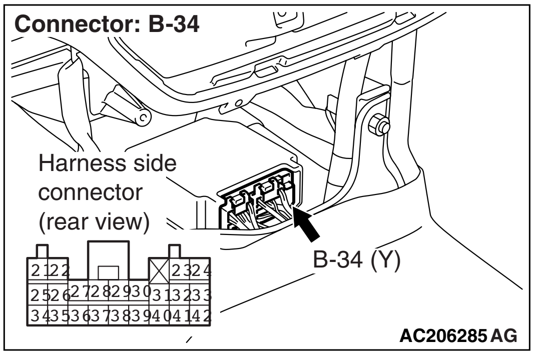
Q: Is diagnosis code 34 set?

YES : Go to Step 2.

NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector B-34 (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect connectors B-34 and then reconnect them.
(3) Connect the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

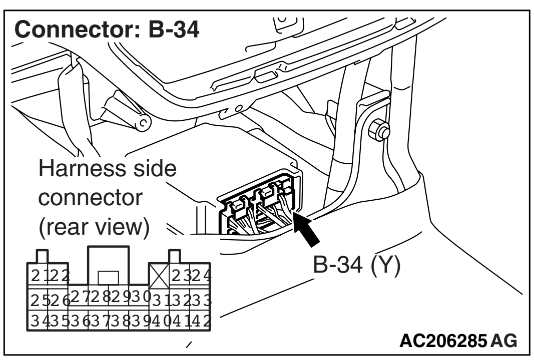
Q: Is diagnosis code 71 out put?

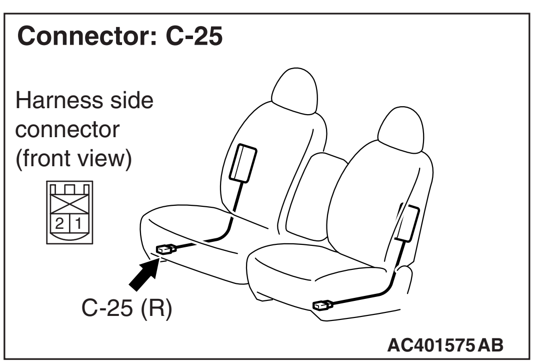
YES : Go to Step 4.

NO : The procedure is complete. It is assumed that diagnosis code 71 set as connector B-34 was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector B-34 and side-airbag module (RH) connector C-25 (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





(2) Disconnect connectors B-34 and C-25 and then reconnect them.
(3) Connect the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

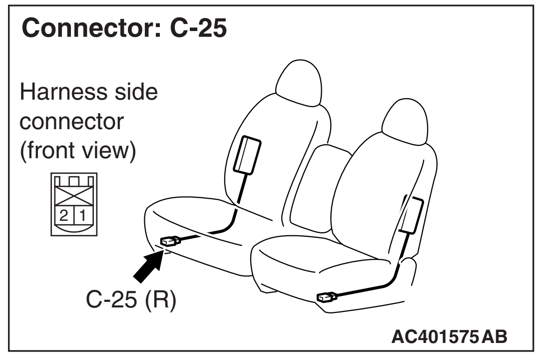
Q: Is diagnosis code 71 out put?

YES : Go to Step 4.

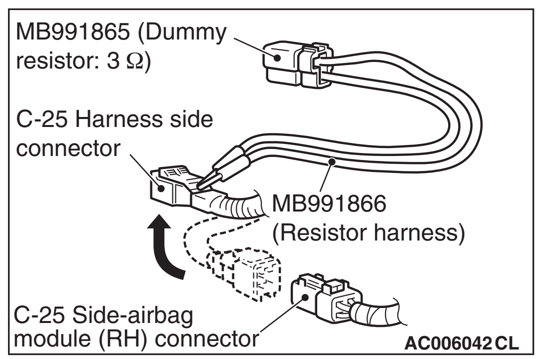
NO : The procedure is complete. It is assumed that diagnosis code 71 set as connector B-34 or C-25 was engaged improperly.

STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the side-airbag module (RH) connector C-25.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into the C-25 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase the diagnosis code memory, and check the diagnosis code.

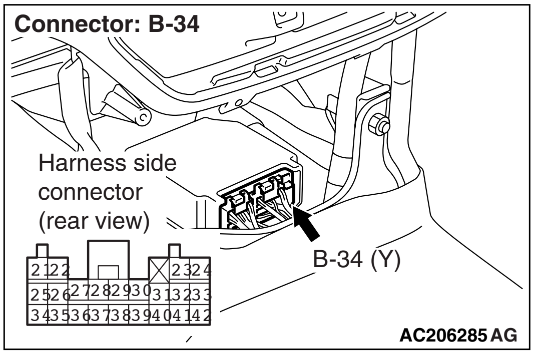
Q: Is diagnosis code 71 set?

YES : Go to Step 5.

NO : Replace the frame assembly of the front seat (RH) (Refer to GROUP 52A, Front Seat P.52A-23).

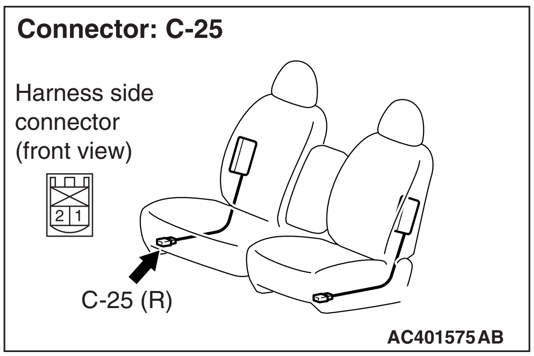
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STEP 5. Resistance measurement at the SRS-ECU connector B-34



(1) Disconnect SRS-ECU connector B-34.

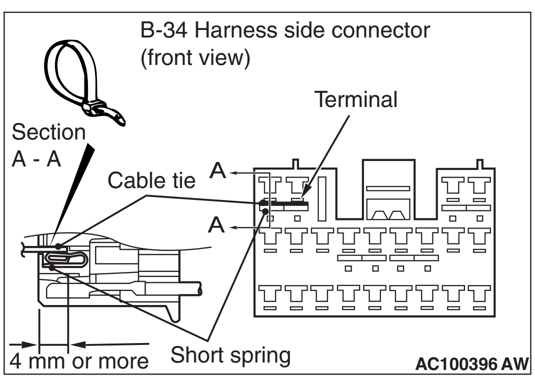
⚠ *DANGER*



To prevents the air bag from deploying unintentionally, disconnect the side-airbag module (RH) connector C-25 to short the squib circuit.

(2) Disconnect side-airbag module connector C-25.

⚠ CAUTION

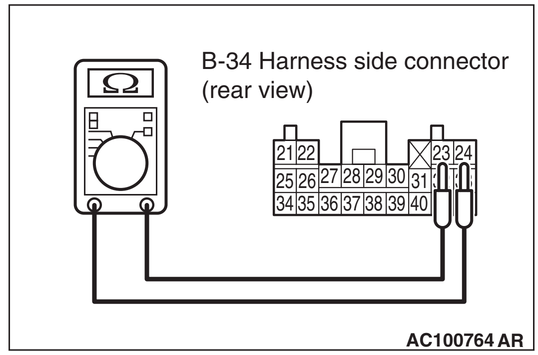


Insert an insulator such as a cable tie to a depth of 4mm or more, otherwise the short spring will not be released.

(3) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 23, 24 and the short spring to release the short spring.

(4) Measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Resistance measurement between B-34 harness side connector terminals 23 and 24.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.23 and 24) and side-airbag module (RH) connector C-25 (terminal No.1 and 2).

STEP 6. Check whether the diagnosis code is reset.

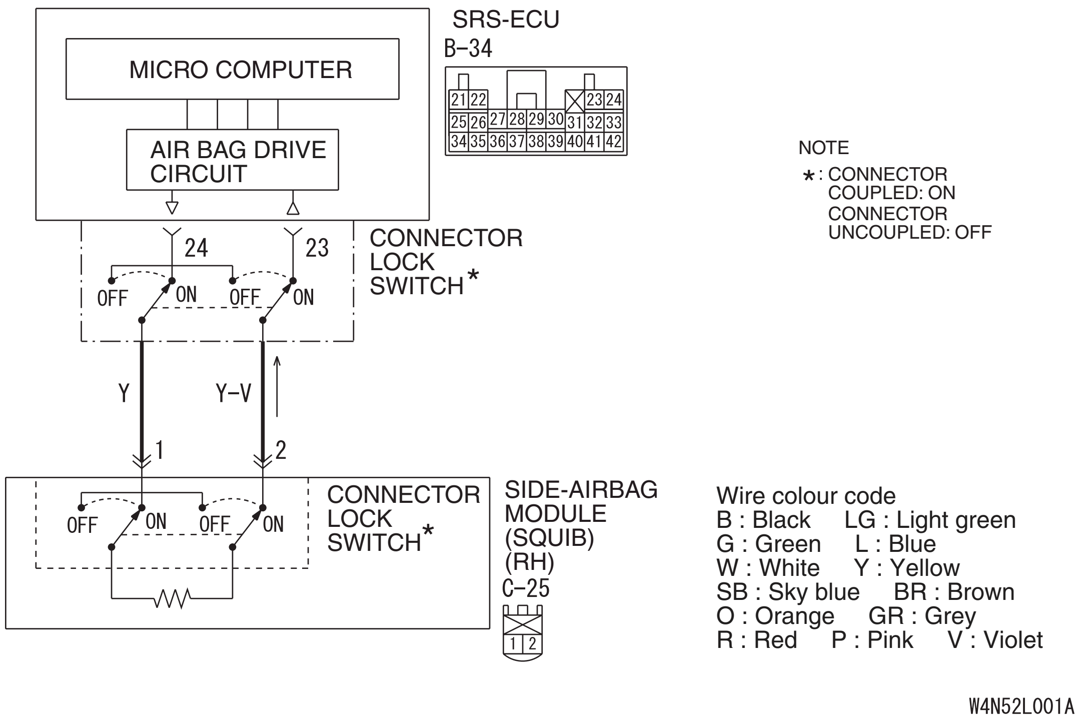
Q: Is diagnosis code 71 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.72: Side-airbag module (squib) (RH) system (open-circuited in the squib circuit)

Side-airbag Module (RH) (Squib) Circuit



AC510242 AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the side-airbag squib (RH) wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

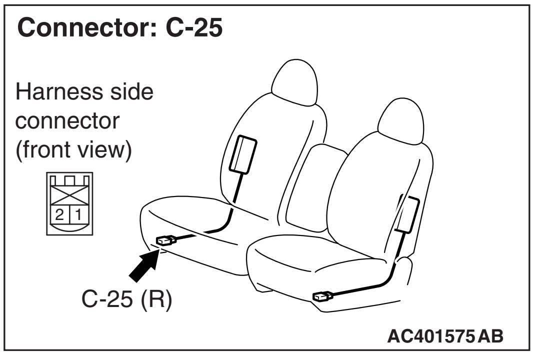
- Open circuit in the side-airbag module (RH) (squib) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

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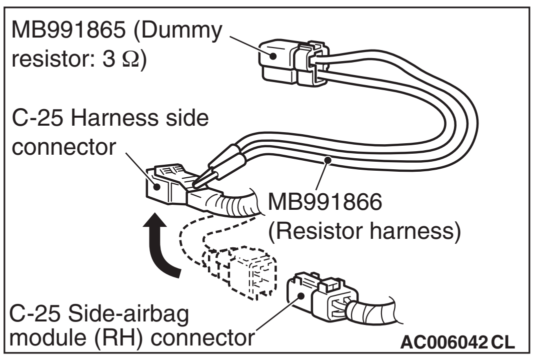
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the side-airbag module (RH) connector C-25.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into the C-25 harness side connector by backprobing.

(5) Connect the negative battery terminal.

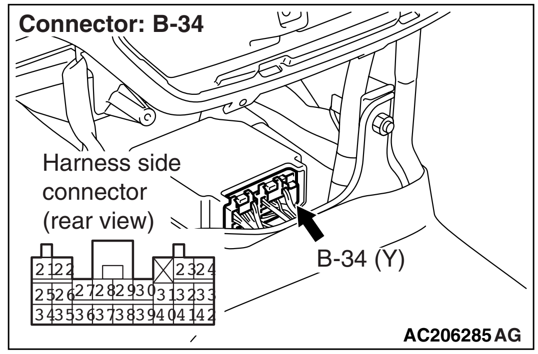
(6) Erase the diagnosis code memory, and check the diagnosis code.

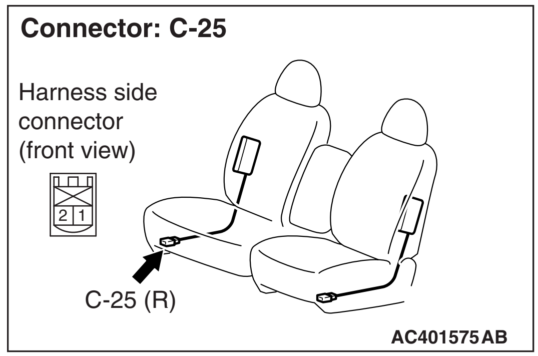
Q: Is diagnosis code 72 set?

YES : Go to Step 2.

NO : Replace the frame assembly of the front seat (RH) (Refer to GROUP 52A, Front Seat P.52A-23).

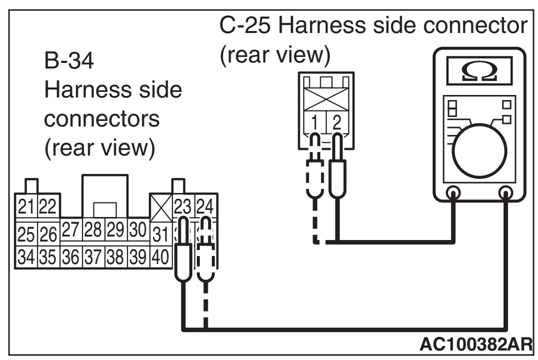
STEP 2. Resistance measurement between SRS-ECU connector B-34 (terminal No.23 and 24) and the side-airbag module (RH) connector C-25 (terminal No.1 and 2)





(1) Disconnect SRS-ECU connector B-34 and side-airbag module (RH) connector C-25.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(2) Resistance measurement between the following terminals.

- SRS-ECU connector B-34 terminal No.23 and the side-airbag module (RH) connector C-25 terminal No.2
- SRS-ECU connector B-34 terminal No.24 and the side-airbag module (RH) connector C-25 terminal No.1

OK: Continuity (Less than 2 Ω)

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Q: Are the check results normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.23 and 24) and side-airbag module (RH) connector C-25 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

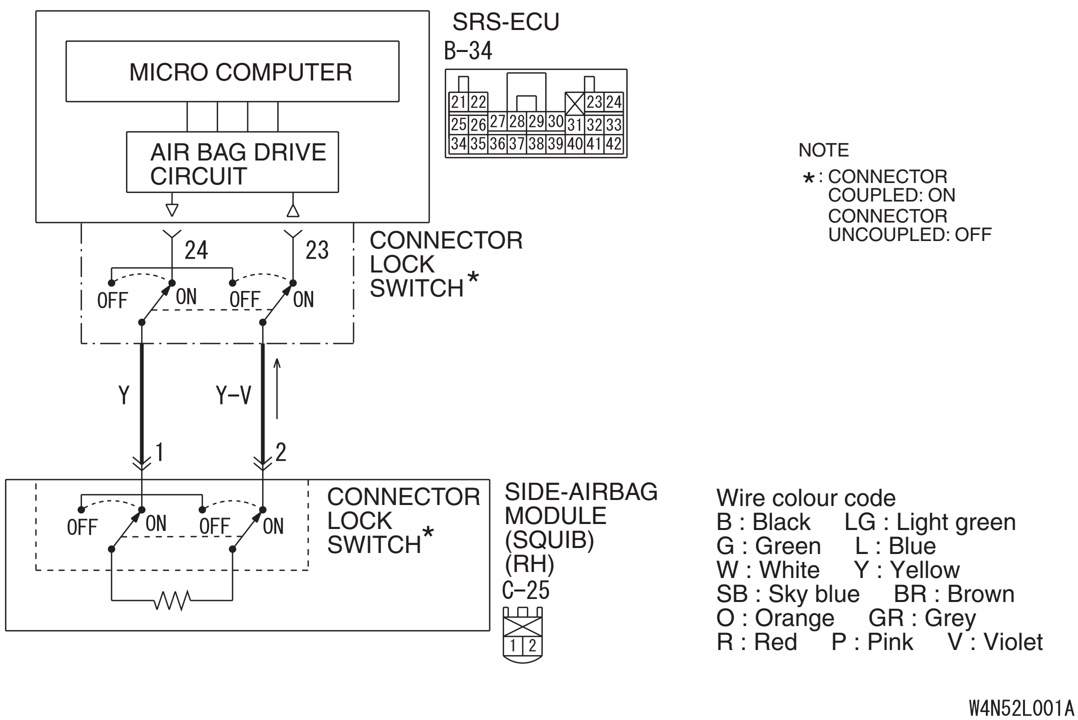
Q: Is diagnosis code 72 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.75: Side-airbag module (squib) (RH) system (short-circuited to the power supply)

Side-airbag Module (RH) (Squib) Circuit



AC510242 AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the side-airbag squib (RH) wire(s) are short-circuited to the power supply.

PROBABLE CAUSES

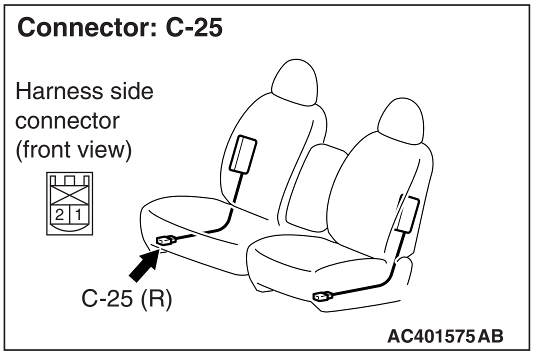
- Damaged wiring harnesses or connectors
- Short to the power supply in the side-airbag module (RH) (squib) harness
- Malfunction of the SRS-ECU

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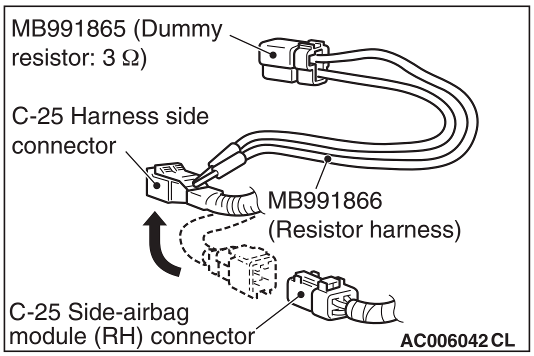
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the side-airbag module (RH) connector C-25.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

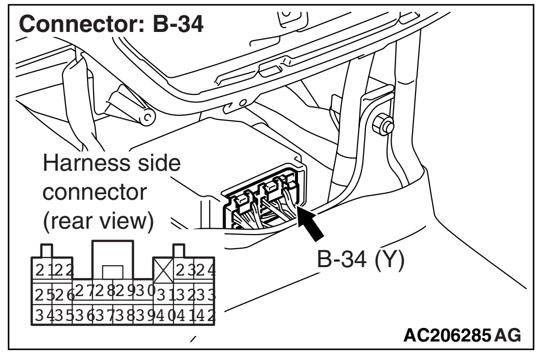
(4) Insert special tool (MB991866) into the C-25 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 75 set?

YES : Go to Step 2.

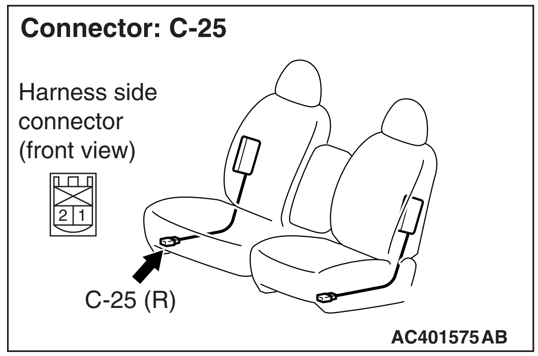
NO : Replace the frame assembly of the front seat (RH) (Refer to GROUP 52A, Front Seat P.52A-23).

STEP 2. Voltage measurement at the SRS-ECU connector B-34.



(1) Disconnect SRS-ECU connector B-34.

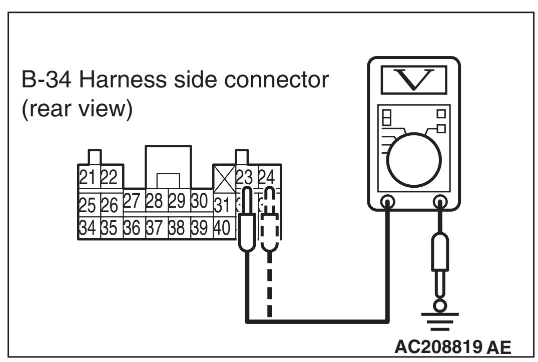
⚠ *DANGER*



To prevents the air bag from deploying unintentionally, disconnect the side-airbag module (RH) connector C-25 to short the squib circuit.

(2) Disconnect side-airbag module (RH) connector C-25.
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Voltage measurement between B-34 harness side connector terminals 23 and 24 and body earth.

OK: 0 V

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Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.23 and 24) and side-airbag module (RH) connector C-25 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

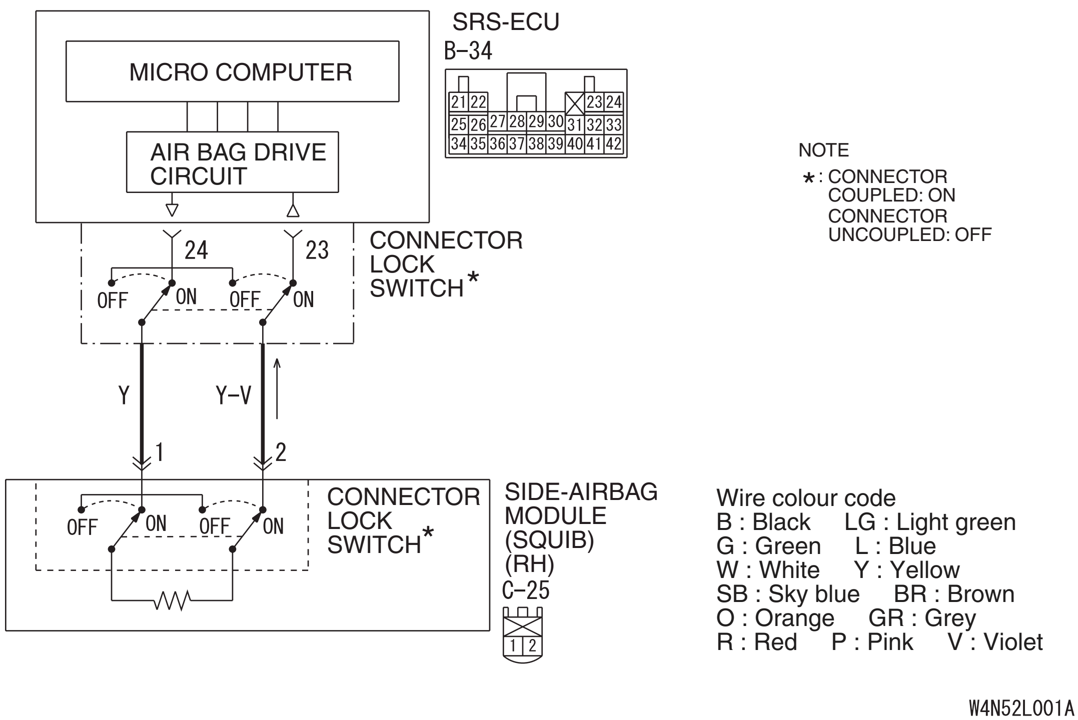
Q: Is diagnosis code 75 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.76: Side-airbag module (squib) (RH) system (short-circuited to the earth)

Side-airbag Module (RH) (Squib) Circuit



AC510242 AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the side-airbag squib (RH) wire(s) are short-circuited to the earth.

PROBABLE CAUSES

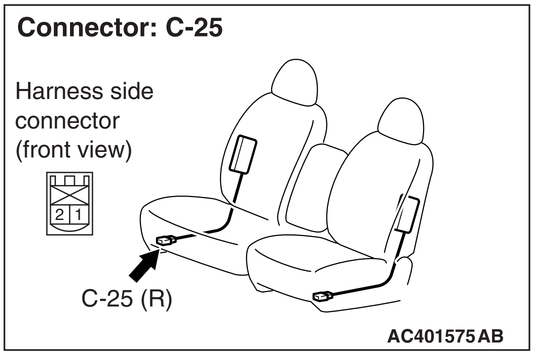
- Damaged wiring harnesses or connectors
- Short to earth in the side-airbag module (RH) (squib) harness
- Malfunction of the SRS-ECU

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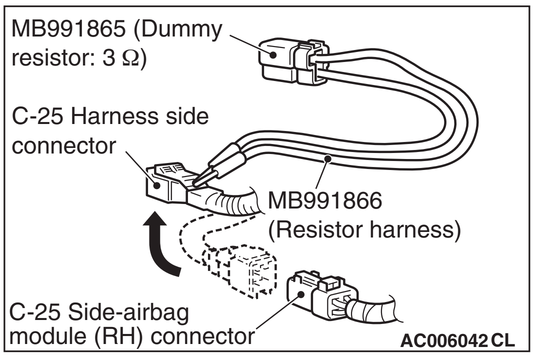
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the side-airbag module (RH) connector C-25.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into the C-25 harness side connector by backprobing.

(5) Connect the negative battery terminal.

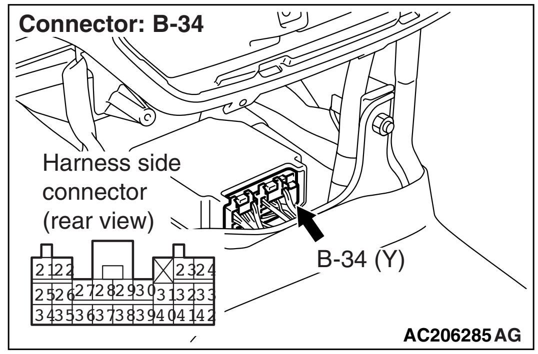
(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 76 set?

YES : Go to Step 2.

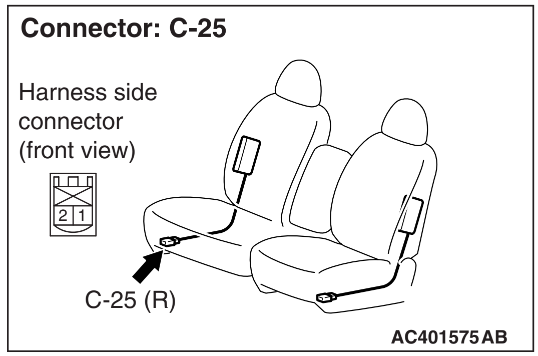
NO : Replace the frame assembly of the front seat (RH) (Refer to GROUP 52A, Front Seat P.52A-23).

STEP 2. Resistance measurement at the SRS-ECU connector B-34



(1) Disconnect SRS-ECU connector B-34.

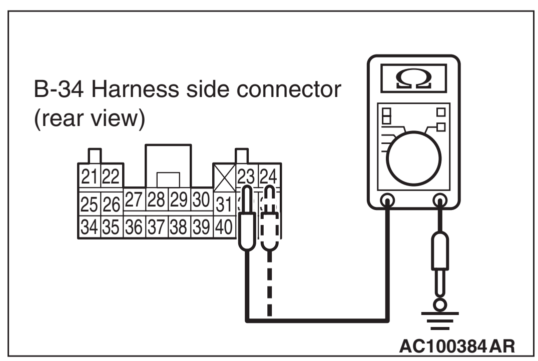
⚠ ***DANGER***



To prevents the air bag from deploying unintentionally, disconnect the side-airbag module (RH) connector C-25 to short the squib circuit.

(2) Disconnect side-airbag module (RH) connector C-25.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between B-34 harness side connector terminals 23, 24 and body earth.

OK: Open circuit

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Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.23 and 24) and side-airbag module (RH) connector C-25 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

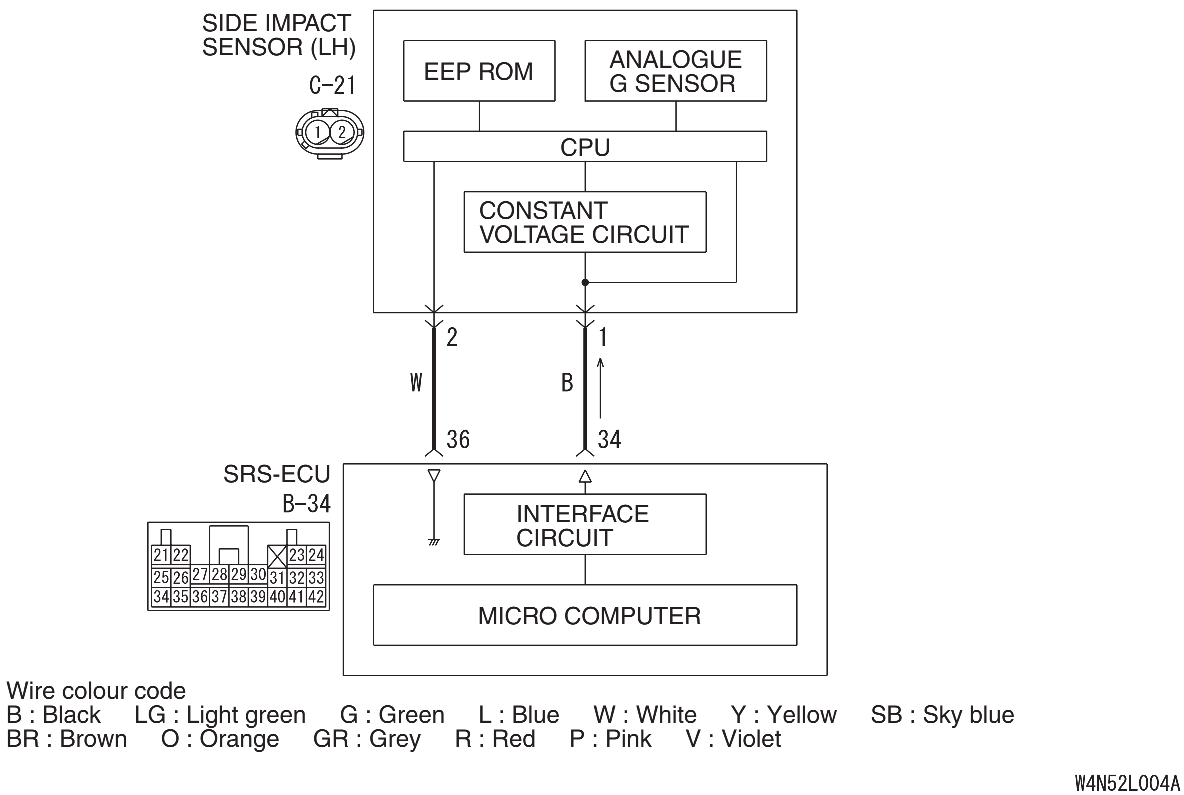
Q: Is diagnosis code 76 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.79: Side impact sensor (LH) communication error
Code No.93: Side impact sensor (LH) communication impossible

Side Impact Sensor (LH) Power Supply Circuit



AC510245AB

OPERATION

The side impact sensor (front) includes an analogue G-sensor and CPU, etc. The CPU monitors the analogue G-sensor output signal. If the CPU judges that the side-airbags should be deployed, it sends a fire signal to the SRS-ECU to deploy the side-airbags. Besides that, the CPU diagnoses the internal components of the side impact sensor. If a malfunction occurs, it requests the SRS-ECU to set a diagnosis code.

DIAGNOSIS CODE SET CONDITIONS

These diagnosis codes are set if communication between the side impact sensor (LH) and the SRS-ECU is not possible or communication is faulty.

PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Malfunction of the side impact sensor (LH)
- Malfunction of the SRS-ECU

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DIAGNOSIS PROCEDURE

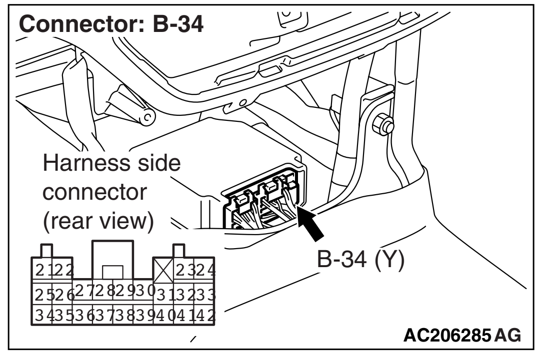
STEP 1. Check the side impact sensor (LH). (M.U.T.-III diagnosis code)

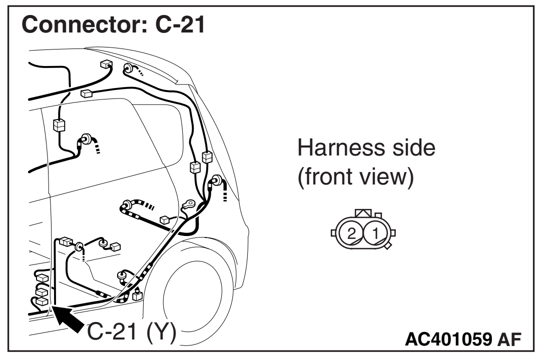
(1) Disconnect the negative battery terminal.
(2) Temporarily replace the side impact sensor (LH) with the side impact sensor (RH).
(3) Connect the negative battery terminal.
(4) Erase diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 89 or 96 set?

YES : Replace the side impact sensor (LH) with a new one (Refer to P.52B-157).
NO : Go to Step 2.

STEP 2. Check the harness wires for open circuit or short circuit between SRS-ECU connector B-34 (terminal No.34 and 36) and side impact sensor (LH) (front) connector C-21 (terminal No.1 and 2).





Q: Is the check result normal?

YES : Go to Step 3.
NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.34 and 36) and side impact sensor (LH) connector C-21 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

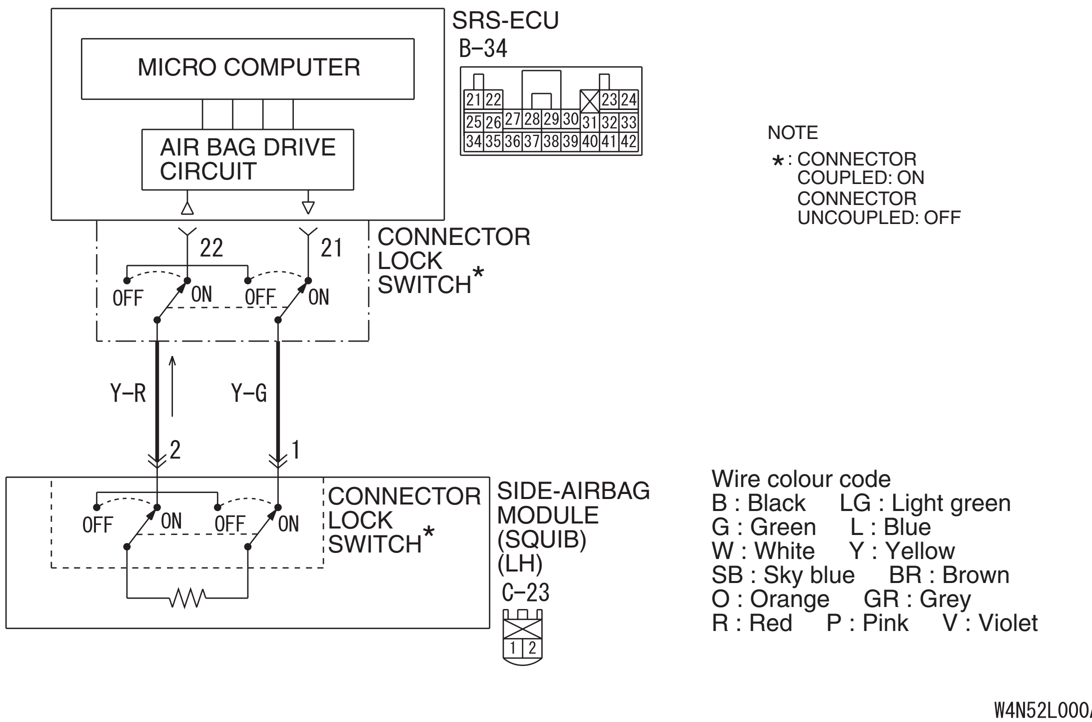
Q: Is diagnosis code 79 or 93 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).
NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.81: Side-airbag module (squib) (LH) system (short-circuited between terminals of the squib circuit)

Side-airbag Module (LH) (Squib) Circuit



AC510246 AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one side-airbag squib (LH) wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the side-airbag module (LH) (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). (Refer to P.52B-3). Therefore, if connector B-34 or C-23 is damaged or improperly engaged, the short spring may not be released when the connector is connected.*

DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-III diagnosis code

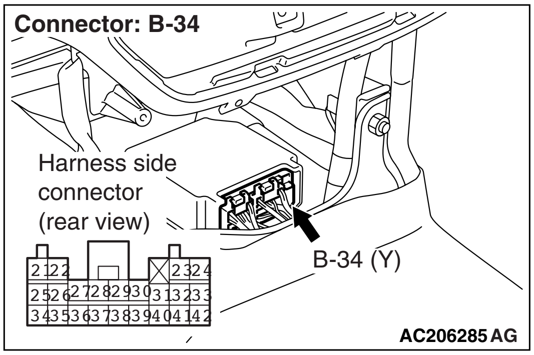
Q: Is diagnosis code 34 set?

YES : Go to Step 2.
NO : Go to Step 3.

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STEP 2. Connector lock check: SRS-ECU connector B-34 (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



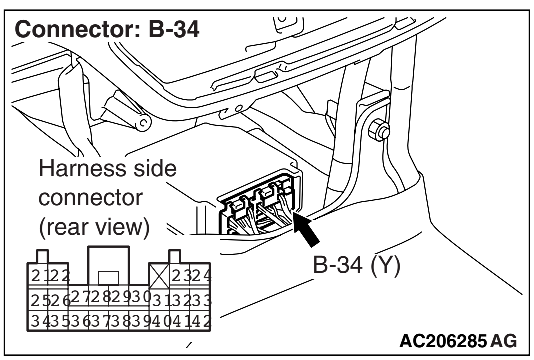
(2) Disconnect connectors B-34 and then reconnect them.
(3) Connect the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

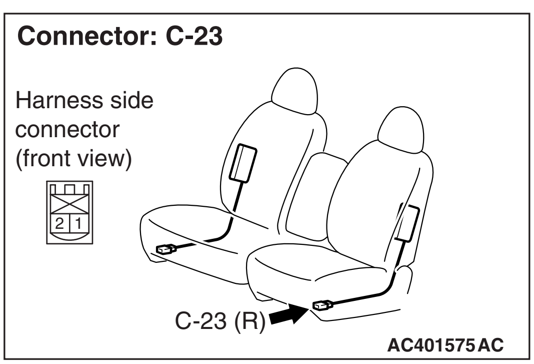
Q: Is diagnosis code 81 out put?

YES : Go to Step 3.
NO : The procedure is complete. It is assumed that diagnosis code 81 set as connector B-34 was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector B-34 and side-airbag module (LH) connector C-23 (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.





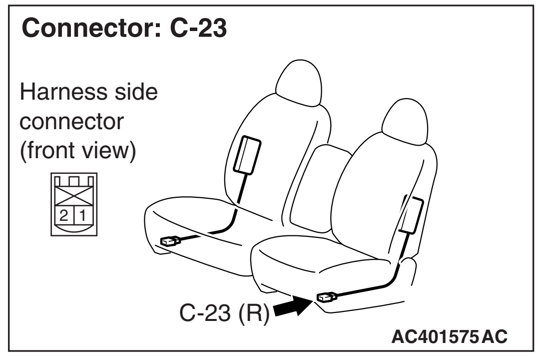
(2) Disconnect connectors B-34 and C-23 and then reconnect them.
(3) Connect the negative battery terminal.
(4) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 81 out put?

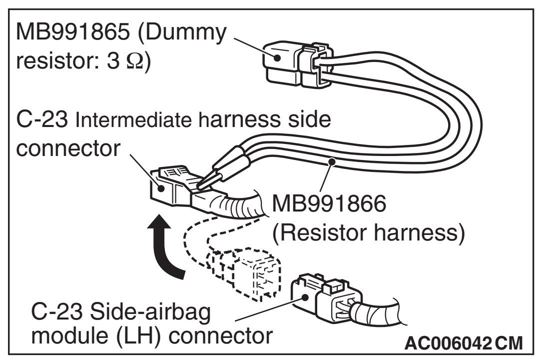
YES : Go to Step 4.
NO : The procedure is complete. It is assumed that diagnosis code 81 set as connector B-34 or C-23 was engaged improperly.

STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the side-airbag module (LH) connector C-23.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

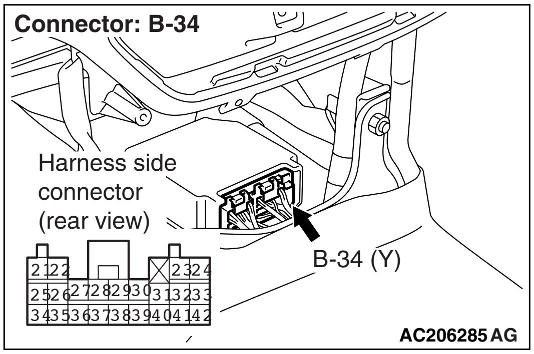
(4) Insert special tool (MB991866) into the C-23 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 81 set?

YES : Go to Step 5.
NO : Replace the frame assembly of the front seat (LH) (Refer to GROUP 52A, Front Seat P.52A-23).

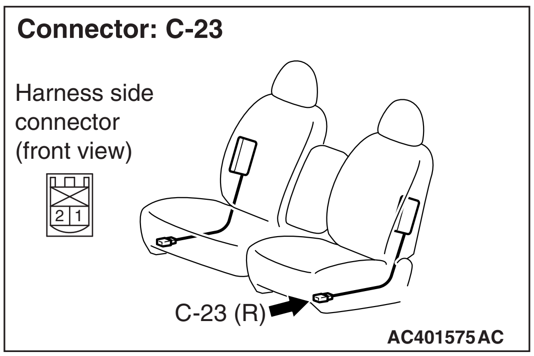
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STEP 5. Resistance measurement at the SRS-ECU connector B-34



(1) Disconnect SRS-ECU connector B-34.

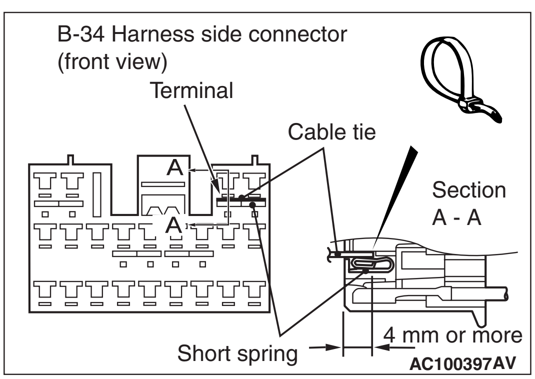
⚠ ***DANGER***



To prevents the air bag from deploying unintentionally, disconnect the side-airbag module (LH) connector C-23 to short the squib circuit.

(2) Disconnect left hand side-airbag module (LH) connector C-23.

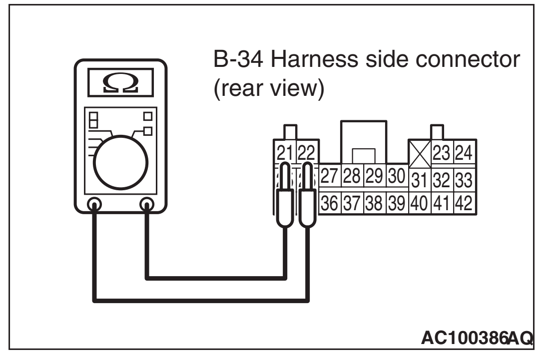
⚠ **CAUTION**



Insert an insulator such as a cable tie to a depth of 4mm or more, otherwise the short spring will not be released.

(3) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 21, 22 and the short spring to release the short spring.

⚠ **CAUTION**



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Check for continuity between B-34 harness side connector terminals 21 and 22

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.21 and 22) and side-airbag module (LH) connector C-23 (terminal No.1 and 2).

STEP 6. Check whether the diagnosis code is reset.

Q: Is diagnosis code 81 set?

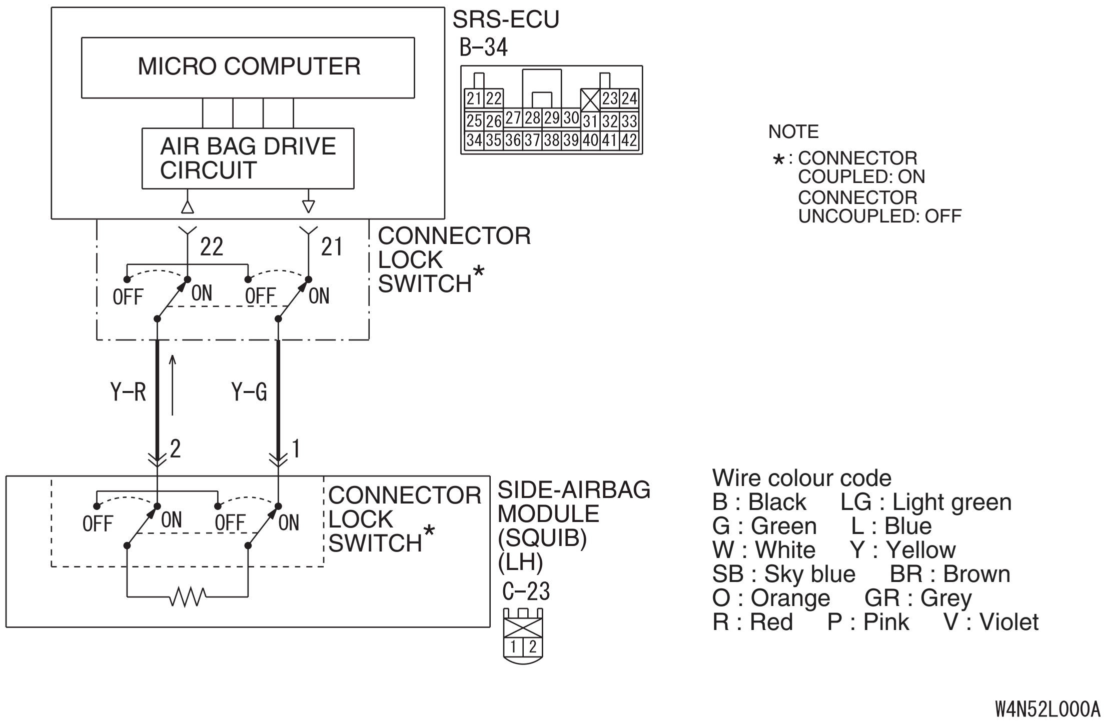
YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.82: Side-airbag module (squib) (LH) system (open-circuited in the squib circuit)

Side-airbag Module (LH) (Squib) Circuit



AC510246 AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the side-airbag squib (LH) wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

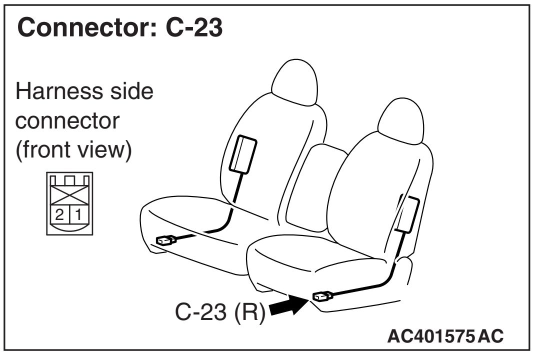
- Open circuit in the side-airbag module (squib) (LH) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

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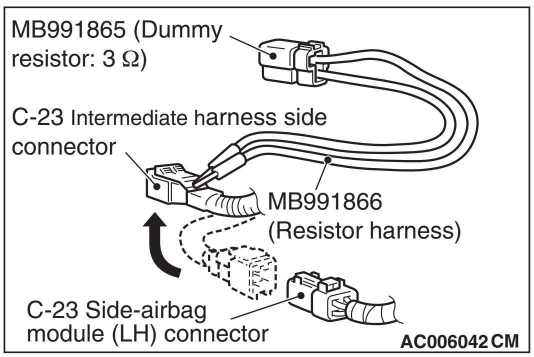
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the side-airbag module (LH) connector C-23.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ **CAUTION**

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into the C-23 harness side connector by backprobing.

(5) Connect the negative battery terminal.

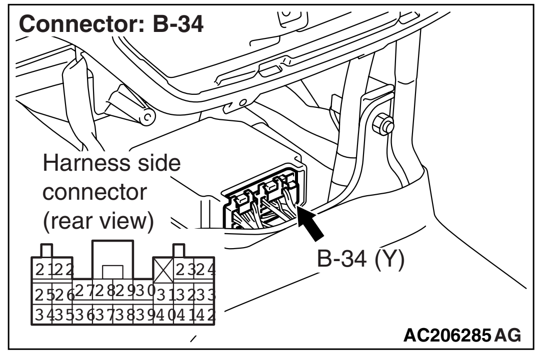
(6) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 82 set?

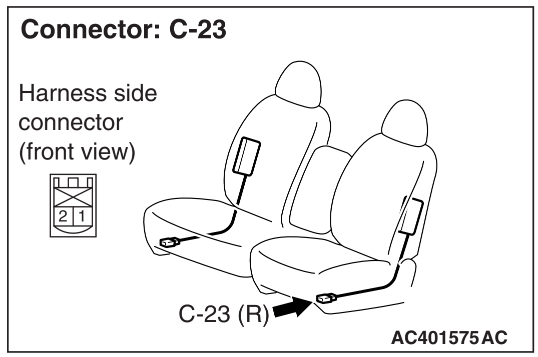
YES : Go to Step 2.

NO : Replace the frame assembly of the front seat (LH) (Refer to GROUP 52A, Front Seat P.52A-23).

STEP 2. Resistance measurement between the SRS-ECU connector B-34 (terminal No.21 and 22) and the side-airbag module (LH) connector C-23 (terminal No.1 and 2)

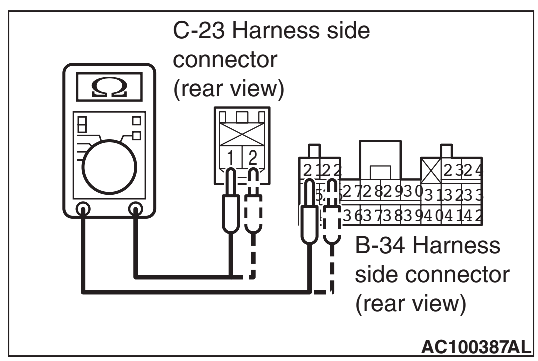


(1) Disconnect SRS-ECU connector B-34.



(2) Disconnect side-airbag module (LH) connector C-23.

⚠ **CAUTION**



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between the following terminals.

- SRS-ECU connector B-34 (terminal No.21) and the side-airbag module (LH) connector C-23 (terminal No.1)
- SRS-ECU connector B-34 (terminal No.22) and the side-airbag module (LH) connector C-23 (terminal No.2)

OK: Continuity (Less than 2 Ω)

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Q: Are the check results normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.21 and 22) and side-airbag module (LH) connector C-23 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

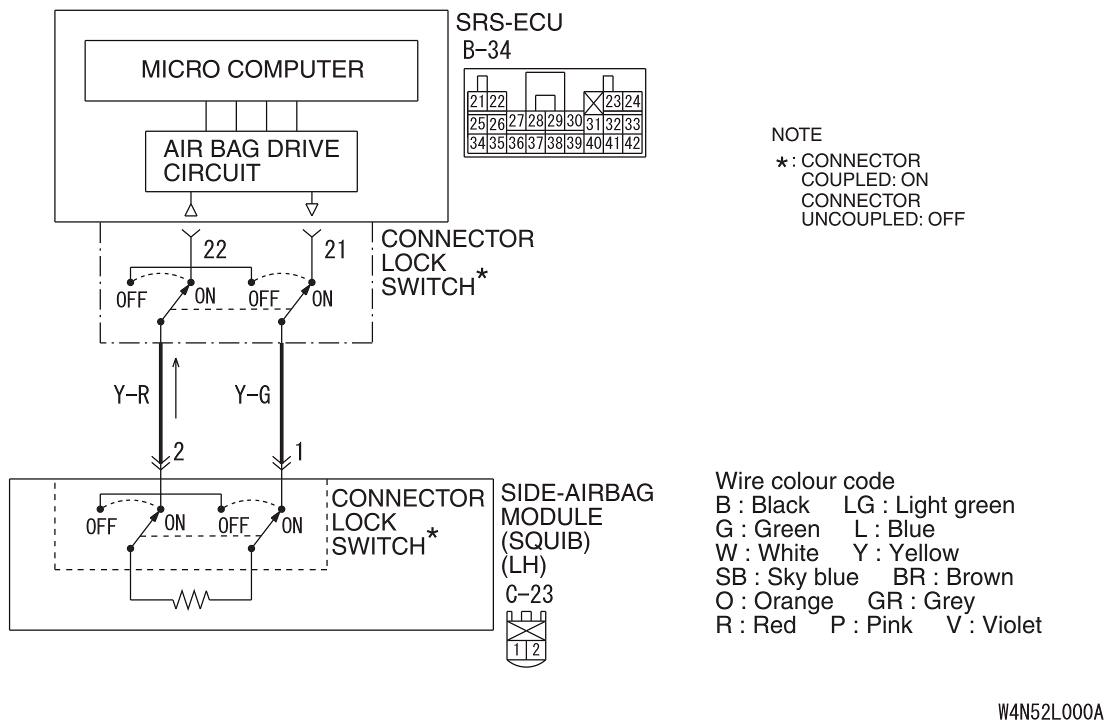
Q: Is diagnosis code 82 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.85: Side-airbag module (squib) (LH) system (short-circuited to the power supply)

Side-airbag Module (LH) (Squib) Circuit



AC510246 AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the side-airbag squib (LH) wire(s) are short-circuited to the power supply.

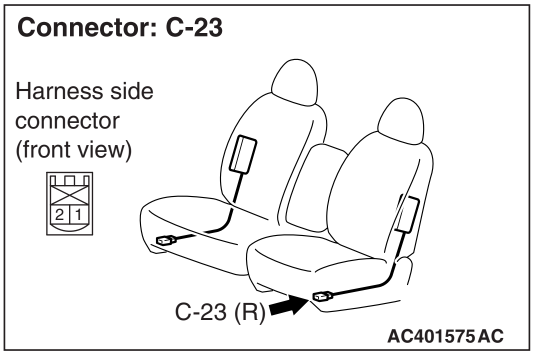
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the power supply in the side-airbag module (LH) (squib) harness
- Malfunction of the SRS-ECU

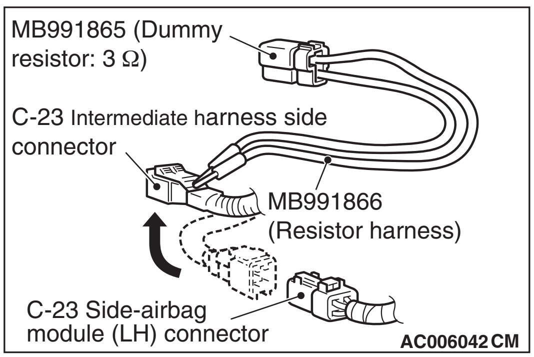
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the side-airbag module (LH) connector C-23.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

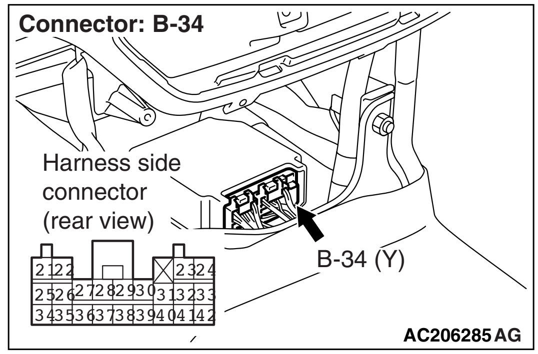
(4) Insert special tool (MB991866) into the C-23 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 85 set?

YES : Go to Step 2.

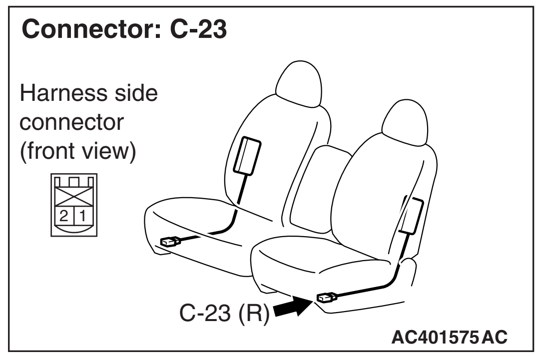
NO : Replace the frame assembly of the front seat (LH) (Refer to GROUP 52A, Front Seat P.52A-23).

STEP 2. Voltage measurement at the SRS-ECU connector B-34



(1) Disconnect SRS-ECU connector B-34.

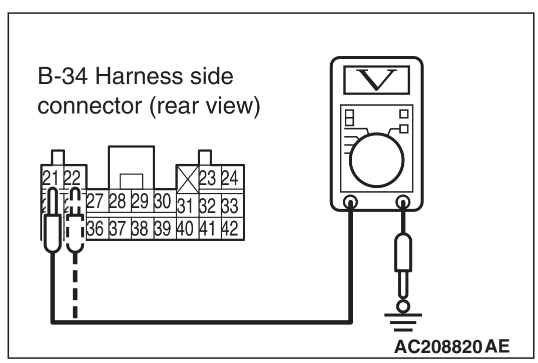
⚠ ***DANGER***



To prevents the air bag from deploying unintentionally, disconnect the side-airbag module (LH) connector C-23 to short the squib circuit.

(2) Disconnect left hand side-airbag module (LH) connector C-23.
(3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Voltage measurement between B-34 harness side connector terminals 21, 22 and body earth.

OK: 0 V

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Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.21 and 22) and side-airbag module (LH) connector C-23 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

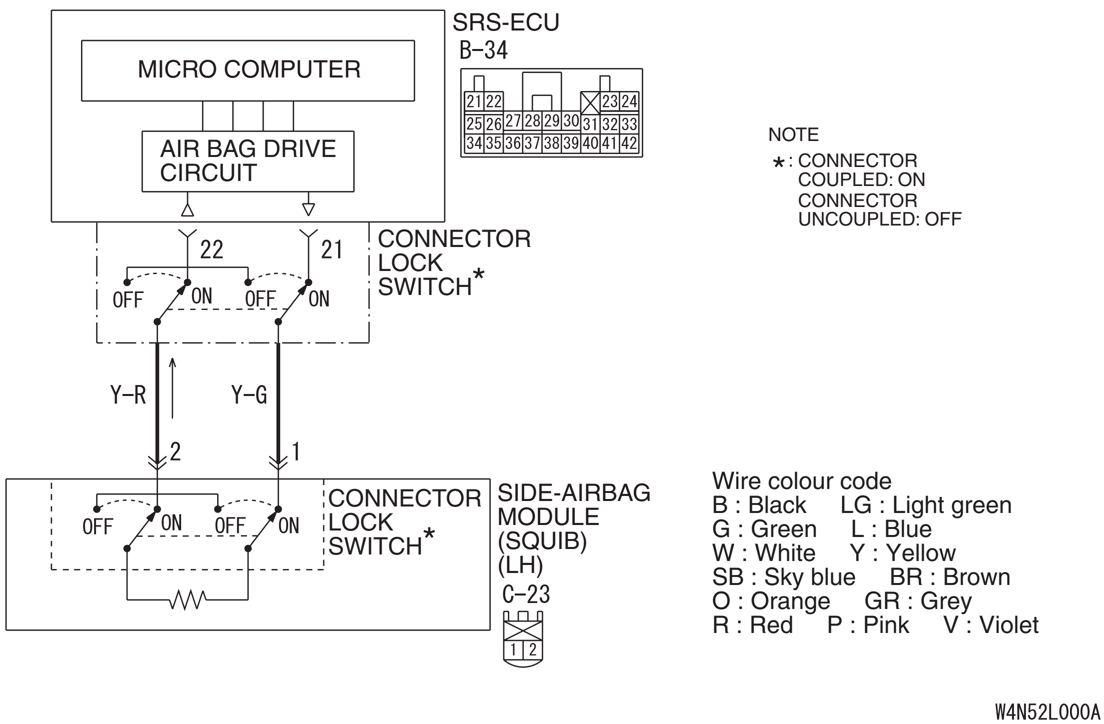
Q: Is diagnosis code 85 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.86: Side-airbag module (squib) (LH) system (short-circuited to the earth)

Side-airbag Module (LH) (Squib) Circuit



AC510246 AB

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the side-airbag squib (LH) wire(s) are short-circuited to the earth.

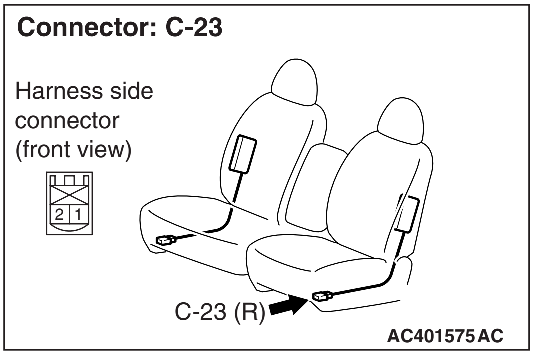
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to earth in the left hand side-airbag module (squib) harness
- Malfunction of the SRS-ECU

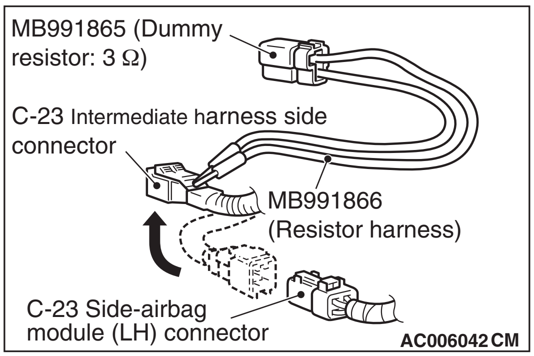
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the side-airbag module (LH) connector C-23.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

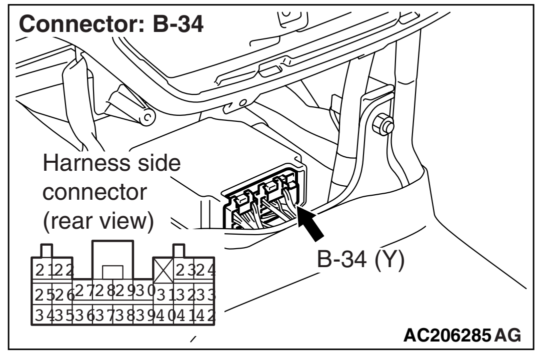
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Insert special tool (MB991866) into the C-23 harness side connector by backprobing.
(5) Connect the negative battery terminal.
(6) Erase the diagnosis code memory, and check the diagnosis code.

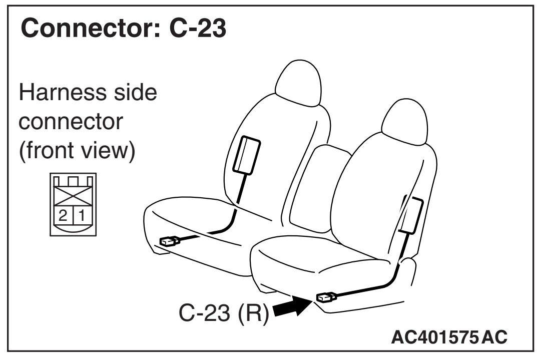
Q: Is diagnosis code 86 set?

YES : Go to Step 2.
NO : Replace the frame assembly of the front seat (LH) (Refer to GROUP 52A, Front Seat P.52A-23).

STEP 2. Resistance measurement at the SRS-ECU connector B-34

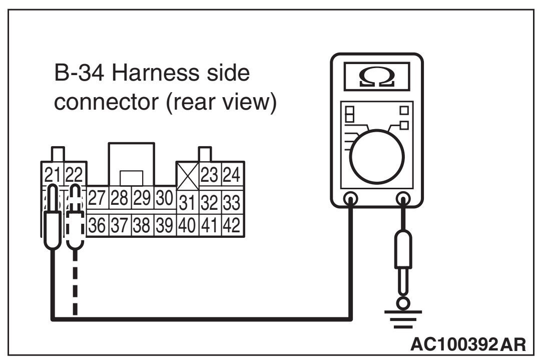


(1) Disconnect SRS-ECU connector B-34.



(2) Disconnect side-airbag module (LH) connector C-23.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Check for continuity between B-34 harness side connector terminals 21, 22 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 3.
NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.21 and 22) and side-airbag module (LH) connector C-23 (terminal No.1 and 2).

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STEP 3. Check whether the diagnosis code is reset.

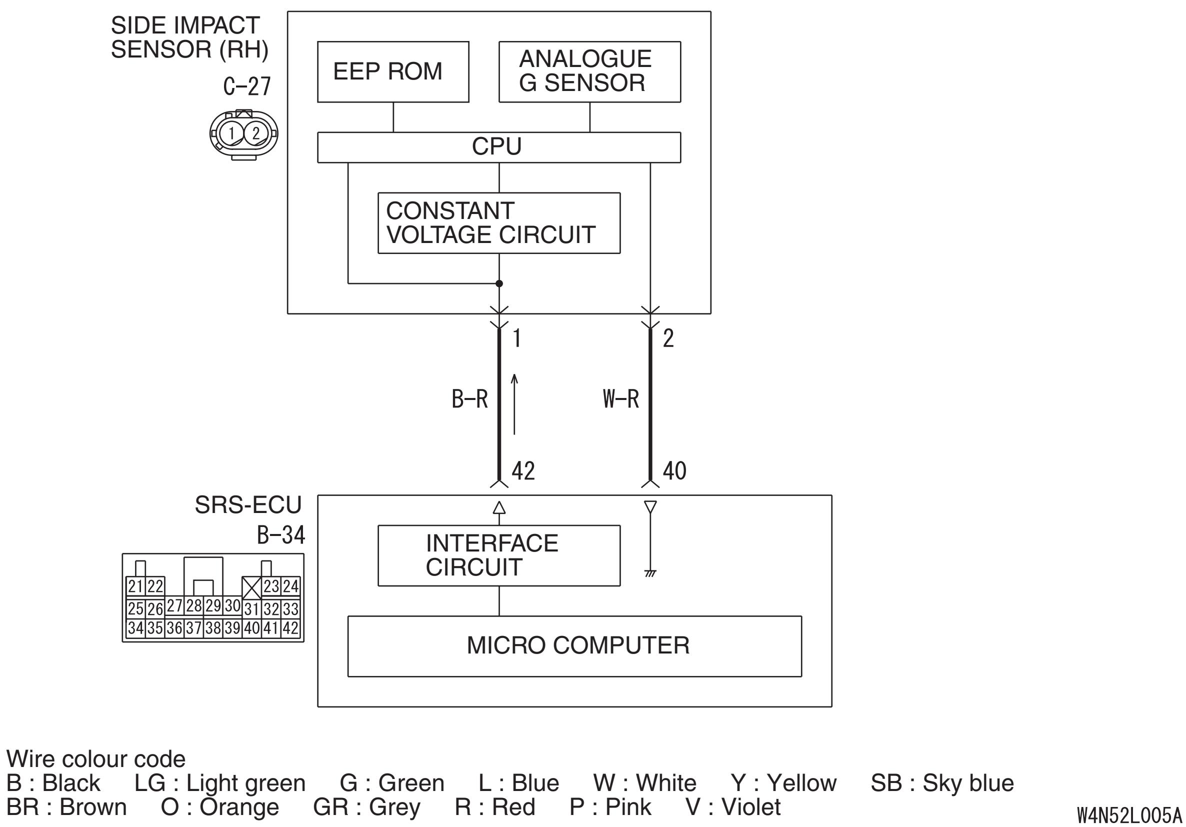
Q: Is diagnosis code 86 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.89: Side impact sensor (RH) communication error
Code No.96: Side impact sensor (RH) communication impossible

Side Impact Sensor (RH) Circuit



AC510252 AB

OPERATION

The side impact sensor includes an analogue G-sensor and CPU, etc. The CPU monitors the analogue G-sensor output signal. If the CPU judges that the side-airbags should be deployed, it sends a fire signal to the SRS-ECU to deploy the side-airbags. Besides that, the CPU diagnoses the internal components of the side impact sensor. If a malfunction occurs, it requests the SRS-ECU to set a diagnosis code.

DIAGNOSIS CODE SET CONDITIONS

These diagnosis codes are set if communication between the side impact sensor (RH) and the SRS-ECU is not possible or faulty.

PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Malfunction of the side impact sensor (RH)
- Malfunction of the SRS-ECU

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DIAGNOSIS PROCEDURE

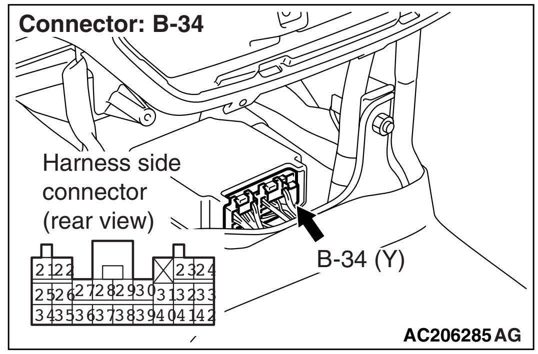
STEP 1. Check the side impact sensor (RH) (front). (M.U.T.-III diagnosis code)

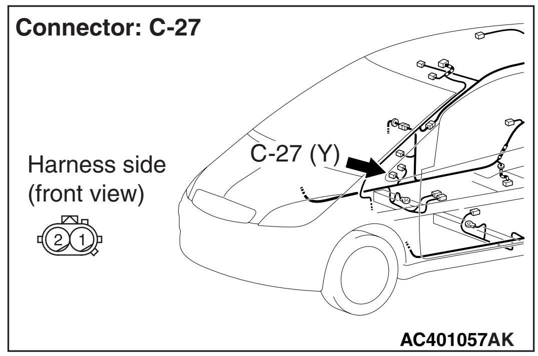
(1) Disconnect the negative battery terminal.
(2) Temporarily replace the side impact sensor (RH) with the side impact sensor (LH).
(3) Connect the negative battery terminal.
(4) Erase diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 79 or 93 out put?

YES : Replace the side impact sensor (RH) with a new one (Refer to P.52B-157).
NO : Go to Step 2.

STEP 2. Check the harness wires for open circuit or short circuit between SRS-ECU connector B-34 (terminal No.40 and 42) and side impact sensor (RH) connector C-27 (terminal No.2 and 1).





Q: Is the check result normal?

YES : Go to Step 3.
NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.40 and 42) and side impact sensor (RH) connector C-27 (terminal No.2 and 1).

STEP 3. Check whether the diagnosis code is reset.

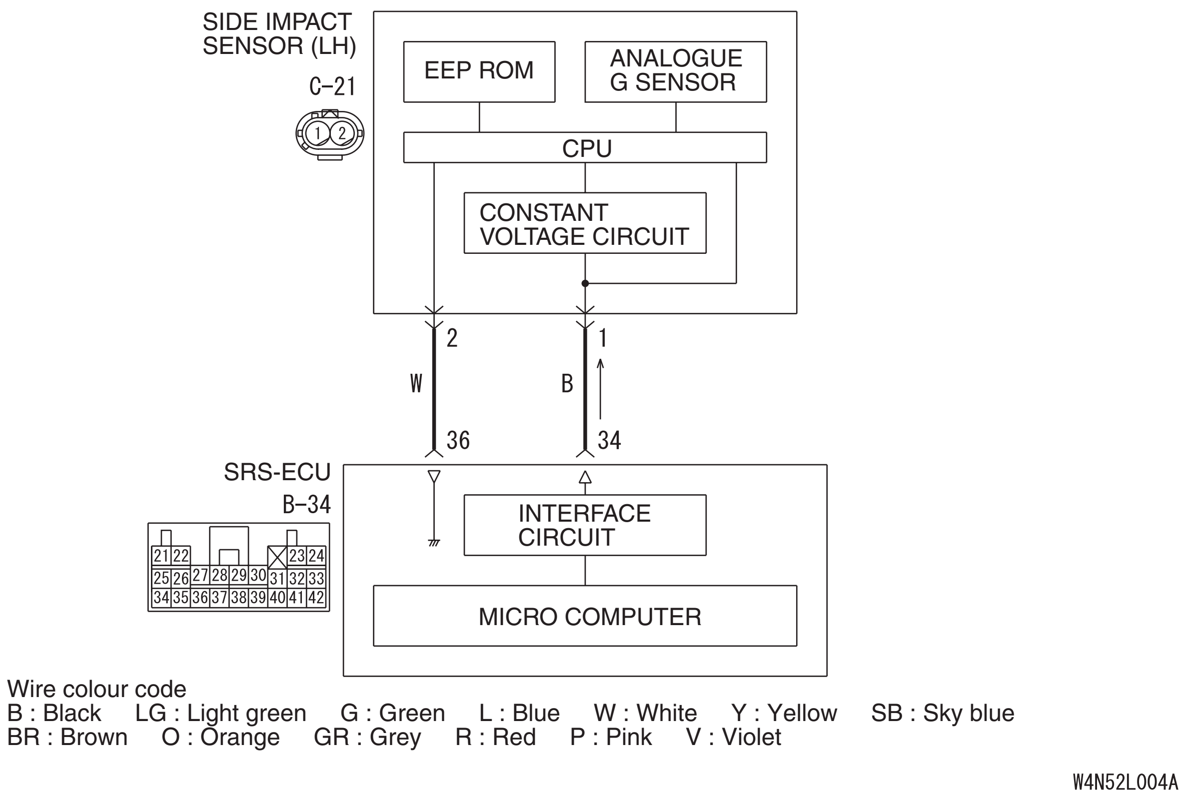
Q: Is diagnosis code 89 or 96 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).
NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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Code No.91: Side impact sensor (LH) voltage error

Side Impact Sensor (LH) Power Supply Circuit



AC510253 AB

OPERATION

The side impact sensor includes an analogue G-sensor and CPU, etc. The CPU monitors the analogue G-sensor output signal. If the CPU judges that the side-airbags should be deployed, it sends a fire signal to the SRS-ECU to deploy the side-airbags. Besides that, the CPU diagnoses the internal components of the side impact sensor. If a malfunction occurs, it requests the SRS-ECU to set a diagnosis code.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code will set when the power supply voltage to the side impact sensor (LH) remains less than a predetermined value for 5 seconds. However, if the system returns to normal condition, code number 91 will be erased automatically and the SRS warning lamp will go out.

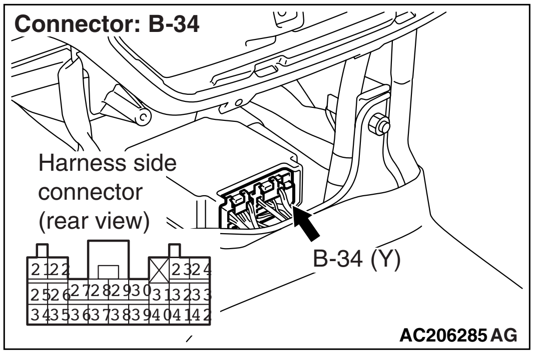
PROBABLE CAUSES

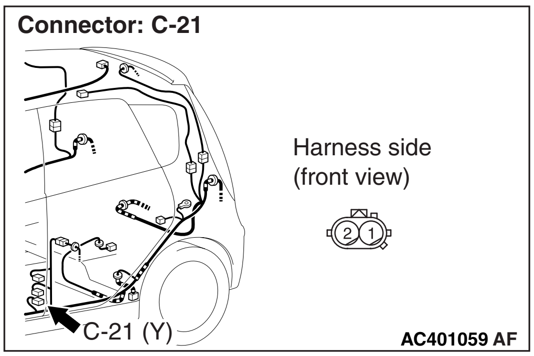
- Damaged wiring harness or connectors
- Malfunction of the side-airbag module (LH)
- Malfunction of the SRS-ECU

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DIAGNOSIS PROCEDURE

STEP 1. Check the harness wires for open circuit or short circuit between SRS-ECU connector B-34 (terminal No.34 and 36) and side impact sensor (LH) connector C-21 (terminal No.1 and 2).





Q: Is the check result normal?

YES : Go to Step 2.

NO : Repair the harness wires between SRS-ECU connector B-34 (terminal No.34 and 36) and side impact sensor (LH) connector C-21 (terminal No.1 and 2).

STEP 2. Check the side impact sensor (LH) (front). (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.
(2) Replace the side impact sensor (LH) (front) with the side impact sensor (RH) (front).
(3) Connect the negative battery terminal.
(4) Erase diagnosis code from memory, and check the diagnosis code.

Q: Is diagnosis code 91 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : Replace the side impact sensor (LH) (front) with a new one (Refer to P.52B-157). Go to Step 3 .

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 91 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

Code No.92: G-sensor of side impact sensor (LH) failure
Code No.95: G-sensor of side impact sensor (RH) failure

DIAGNOSIS CODE SET CONDITIONS

These diagnosis codes are set if the followings are detected from the analogue G-sensor inside the side impact sensor (front) output.

- Analogue G-sensor inside the side impact sensor is not operating.
- Analogue G-sensor inside the side impact sensor characteristics are abnormal.
- Analogue G-sensor inside the side impact sensor output is abnormal.

PROBABLE CAUSE

Malfunction of side impact sensor (LH) (for diagnosis code 92) and side impact sensor (RH) (for diagnosis code 95)

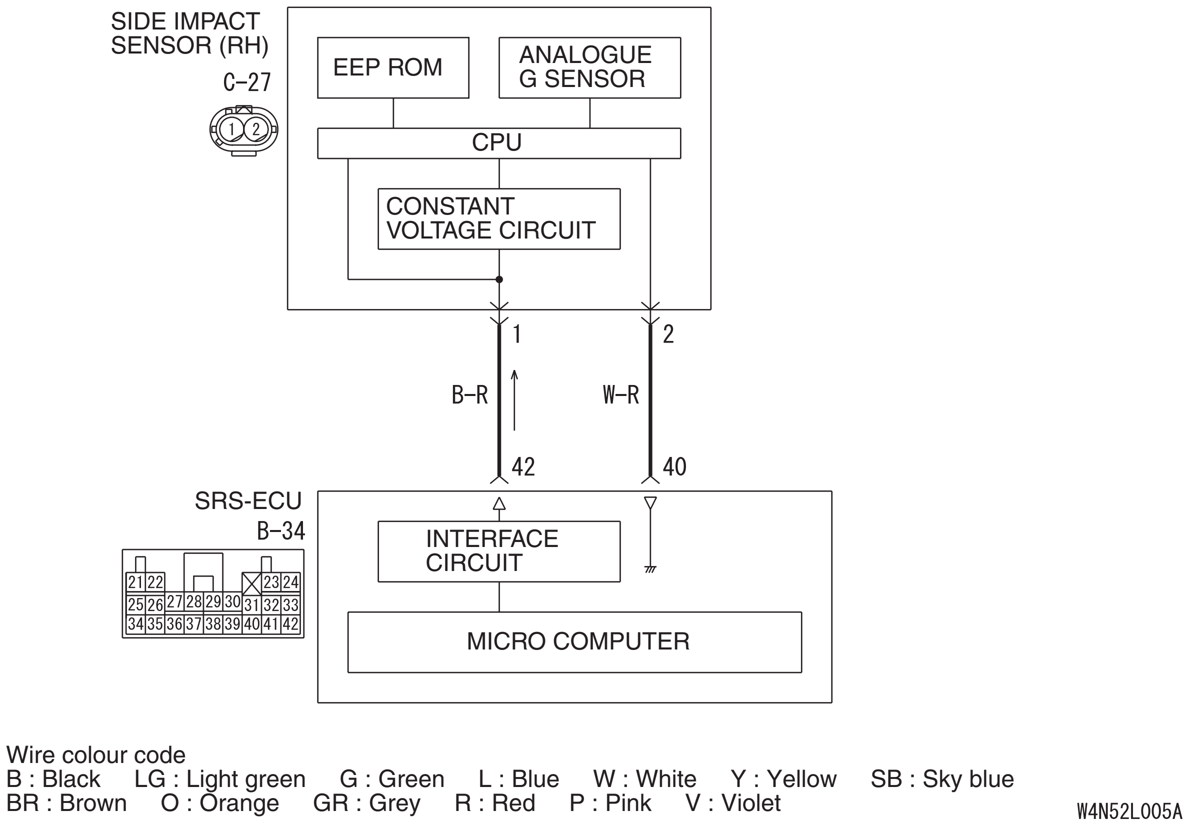
DIAGNOSIS PROCEDURE

Replace side impact sensor (LH) (for diagnosis code 92) and side impact sensor (RH) (for diagnosis code 95). (Refer to P.52B-157).

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Group TOC

Code No.94: Side impact sensor (RH) voltage error

Side Impact Sensor (RH) Circuit



AC510252 AB

OPERATION

The side impact sensor includes an analogue G-sensor and CPU, etc. The CPU monitors the analogue G-sensor output signal. If the CPU judges that the side-airbags should be deployed, it sends a fire signal to the SRS-ECU to deploy the side-airbags. Besides that, the CPU diagnoses the internal components of the side impact sensor. If a malfunction occurs, it requests the SRS-ECU to set a diagnosis code.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the power supply voltage of the side impact sensor (RH) drops below the rated value for a continuous period of 5 seconds or more. However, if the system returns to normal condition, code number 94 will be erased automatically and the SRS warning lamp will go out.

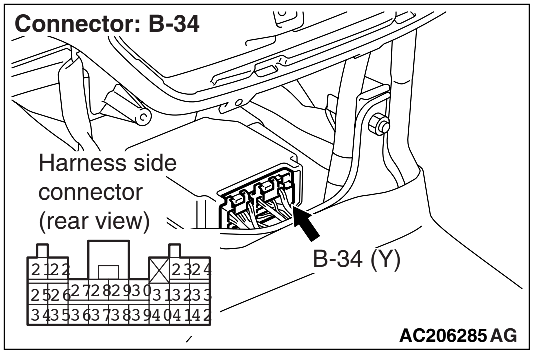
PROBABLE CAUSES

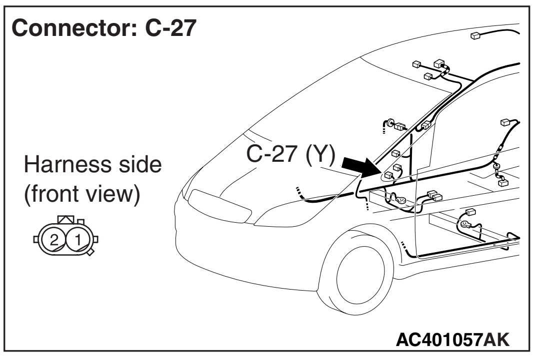
- Damaged wiring harnesses or connectors
- Malfunction of the side-airbag module (RH)
- Malfunction of the SRS-ECU

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DIAGNOSIS PROCEDURE

STEP 1. Check the harness wires for open circuit or short circuit between SRS-ECU connector B-34 (terminal No.40 and 42) and side impact sensor (RH) connector C-27 (terminal No.1 and 2).





Q: Are the harness wires between SRS-ECU connector B-34 (terminal No.40 and 42) and side impact sensor (RH) connector C-27 (terminal No.1 and 2) in good condition?

YES : . Go to Step 2.

NO : . Repair the harness wires between SRS-ECU connector B-34> (terminal No.40 and 42) and side impact sensor (RH) connector C-27 (terminal No.1 and 2).

STEP 2. Check the side impact sensor (RH) (front). (M.U.T.-III diagnosis code)

(1) Disconnect the negative battery terminal.
(2) Replace the side impact sensor (RH) (front) with the side impact sensor (LH) (front).
(3) Connect the negative battery terminal.
(4) Erase diagnosis code from memory, and check the diagnosis code.

Q: Is diagnosis code 94 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : Replace the side impact sensor (LH) (front) with a new one (Refer to P.52B-157). Go to Step 3 .

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 94 set?

YES : Replace the SRS-ECU (Refer to P.52B-143).

NO : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

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CHECK CHART FOR TROUBLE SYMPTOMS

M1524003400989

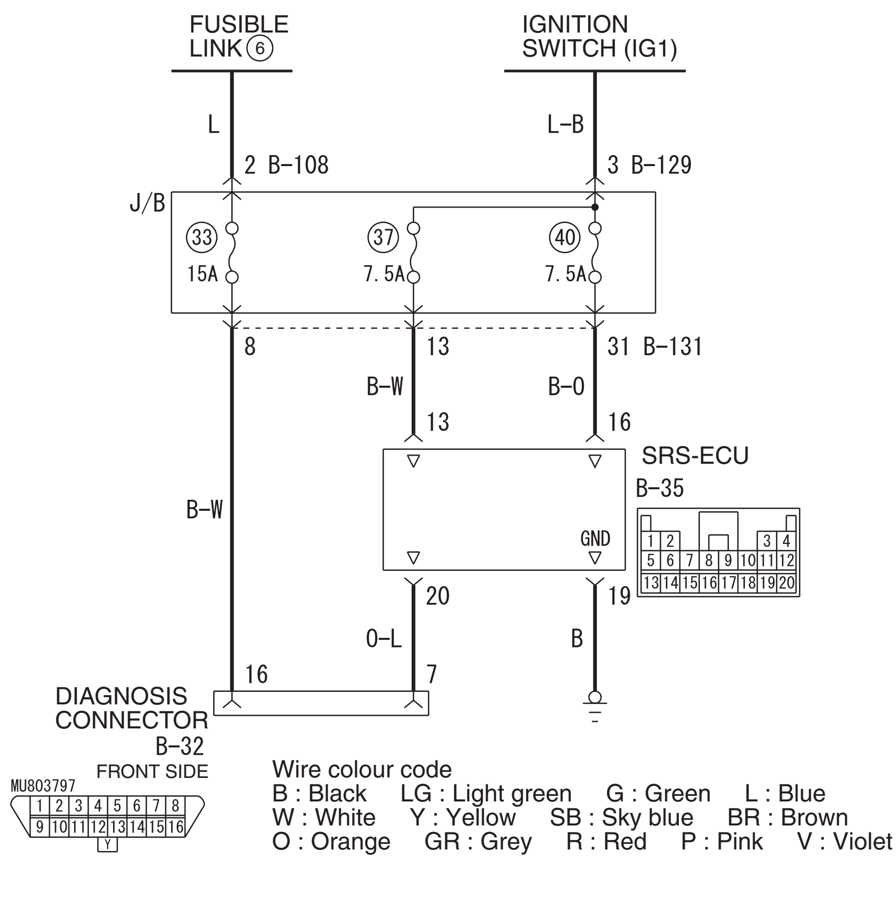
Trouble	Inspection procedure No.	Reference page
Communication with M.U.T.-III is not possible (Communication with all systems is not possible).	–	GROUP 13A, Troubleshooting P.13A-235 GROUP 13B, Troubleshooting P.13B-242
Communication with M.U.T.-III is not possible (Communication is not possible with SRS).	1	P.52B-132
When the ignition switch is turned to the "ON" position (engine stopped), the SRS warning lamp does not illuminate.	Refer to diagnosis code No.43.	P.52B-78
After the ignition switch is turned to the "ON" position, the SRS warning lamp does not go off within approximately 7 seconds.	Refer to diagnosis code No.43.	P.52B-81

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SYMPTOM PROCEDURES

INSPECTION PROCEDURE 1: Communication with M.U.T.-III is not possible (Communication is not possible with SRS).

SRS-ECU Power Supply Circuit



AC510262AB

OPERATION

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.
- The SRS system diagnosis can be done by connecting M.U.T.-III to the diagnosis connector.

COMMENTS ON TROUBLE SYMPTOM

If communication is not possible with the SRS only, the cause is probably an open circuit in the diagnosis output circuit of the SRS or in the power circuit (including earth circuit).

PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

STEP 1. Check that the M.U.T.-III can communicate with the other systems.

Q: Can the M.U.T.-III communicate with the other systems?

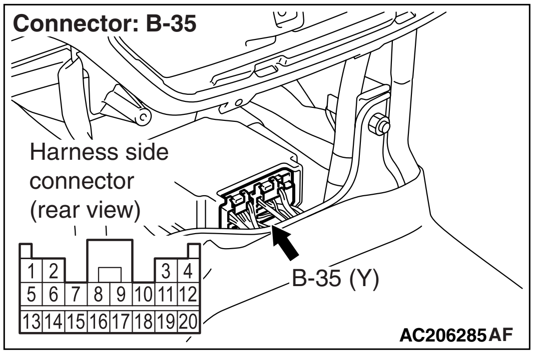
YES : Go to Step 2.

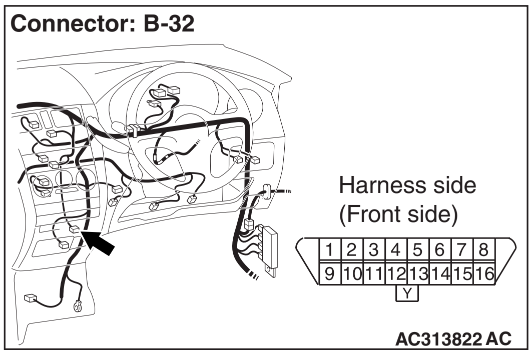
NO : Refer to GROUP 13A, Troubleshooting P.13A-235, GROUP 13B, Troubleshooting P.13B-242.

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STEP 2. Resistance measurement between SRS-ECU connector B-35 (terminal No.20) and diagnosis connector B-32 (terminal No.7).

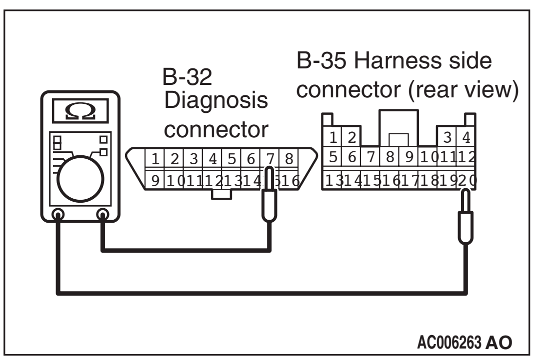
(1) Disconnect the negative battery terminal.





(2) Disconnect SRS-ECU connector B-35 and diagnosis connector B-32, and measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from of the SRS-ECU connector B-35 its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between the following terminals.

- SRS-ECU connector B-35 (terminal No.20) and diagnosis connector B-32 (terminal No.7)

OK: Continuity (Less than 2 Ω)

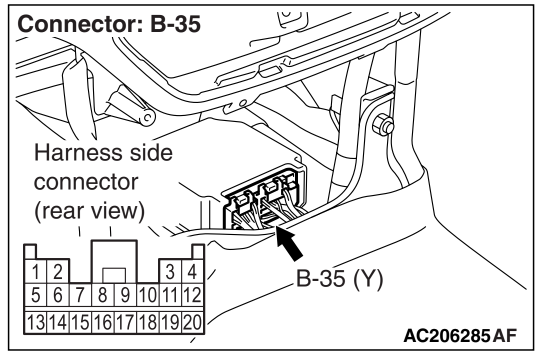
Q: Is the check results normal?

YES : . Go to Step 3.

NO : . Go to Step 5.

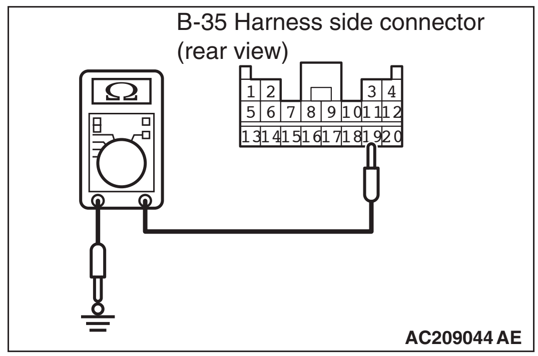
STEP 3. Resistance measurement the earth circuit to the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector B-35 and measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Check for continuity between terminal 19 and body earth.

OK: Continuity (Less than 2 Ω)

Q: Is the check result normal?

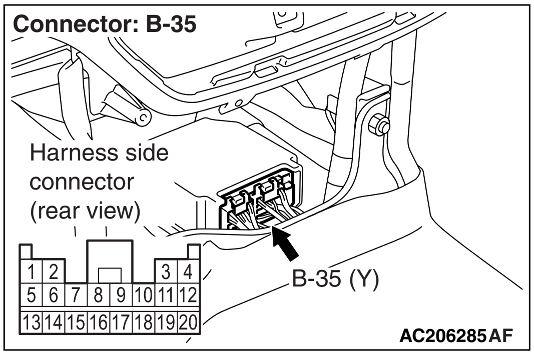
YES : Go to Step 4.

NO : Check the harness wire for open circuit between SRS-ECU connector B-35 (terminal No.19) and earth, and repair if necessary.

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STEP 4. Voltage measurement the power supply circuit to the SRS-ECU connector B-35.

(1) Disconnect the negative battery terminal.

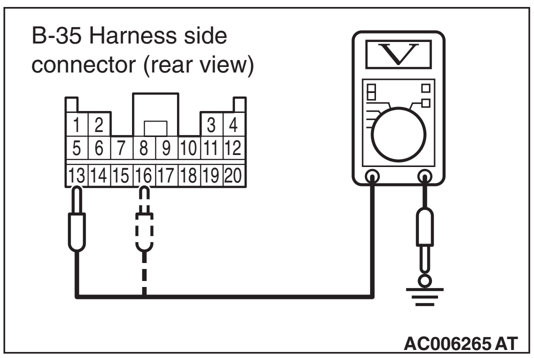


(2) Disconnect SRS-ECU connector B-35 and measure at the wiring harness side.

(3) Connect the negative battery terminal.

(4) Turn the ignition switch to the "ON" position.

⚠ **CAUTION**



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Voltage measurement between terminals 13, 16 and body earth.

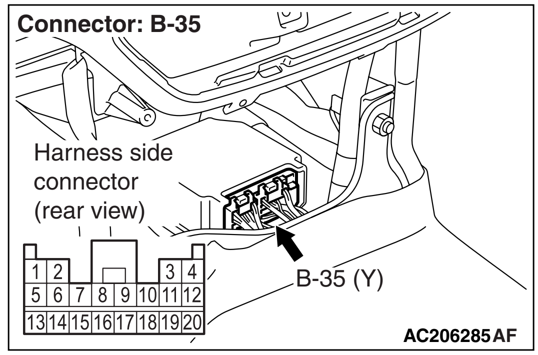
OK: 9 V or more

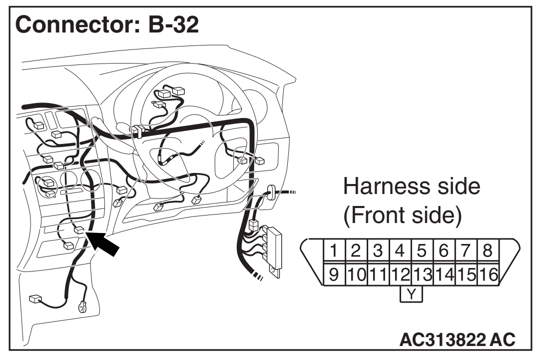
Q: Is the check result normal?

YES : . Go to Step 7.

NO : . Go to Step 6.

STEP 5. Check the harness wires between SRS-ECU connector B-35 and diagnosis connector B-32.





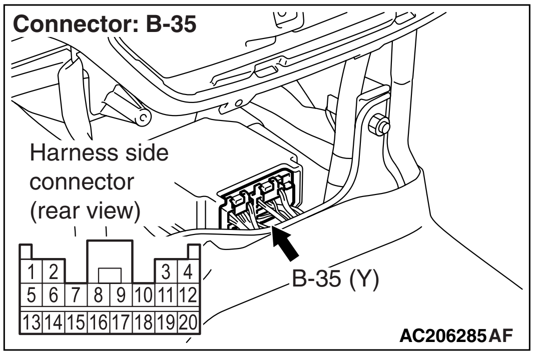
Q: Is the check result normal?

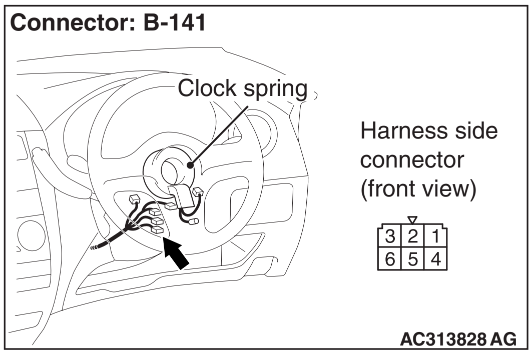
YES : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

NO : Check the harness wires for open or short circuit between SRS-ECU connector B-35 (terminal No.20) and diagnosis connector B-32 (terminal No.7) and repair if necessary.

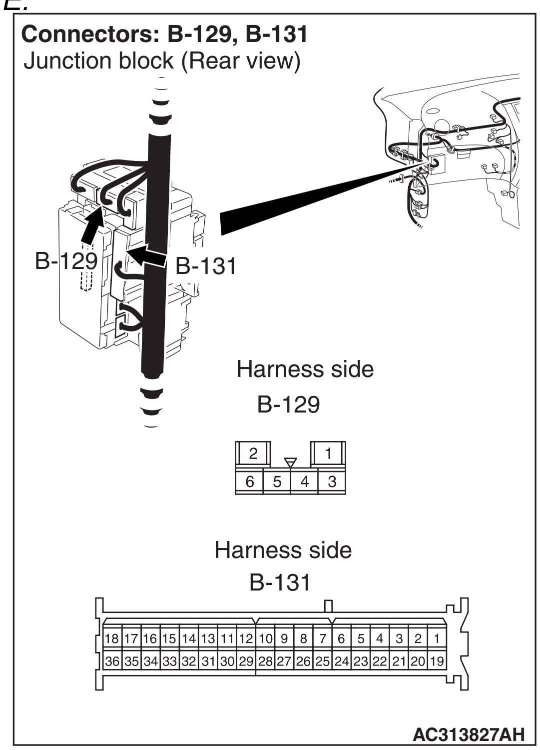
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STEP 6. Check the connectors between SRS-ECU connector B-35 and ignition switch connector B-141.





NOTE:



Prior to the wiring harness inspection, check junction block connectors B-129 and B-131, and repair if necessary.

Q: Is the check result normal?

YES : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

NO : Check the harness wires for open or short circuit between SRS-ECU connector B-35 (terminal No.40) and ignition switch connector B-141, and repair if necessary.

STEP 7. Retest the system.

Q: Does the M.U.T.-III communicate normally with the SRS system?

YES : An intermittent malfunction is suspected (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-13).

NO : Replace the SRS-ECU (Refer to P.52B-143).

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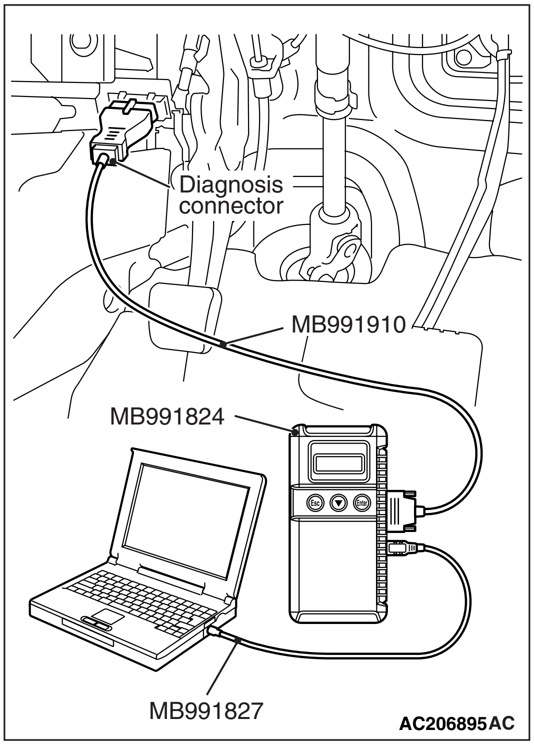
POST-COLLISION DIAGNOSIS

M1524001101189

Whether or not the air bags have deployed, check and service the vehicle after collision as follows:

SRS-ECU MEMORY CHECK

⚠ CAUTION



Refer to that the ignition switch is "LOCK" (OFF) when connecting or disconnecting M.U.T.-III.

1. Connect the M.U.T.-III to the diagnosis connector (Refer to GROUP 00, Diagnosis Function P.00-7).
2. Read (and write down) all displayed diagnosis codes (Refer to P.52B-11).

   NOTE: If battery power supply has been shut down by the collision, the M.U.T.-III cannot communicate with the SRS-ECU. Check and, repair if necessary, the instrument panel wiring harness before the next job.
3. Use the M.U.T.-III to read the data list (how long trouble(s) have continued and how often memory have been erased).

Data list

No	Service Data Item	Applicability
92	Number indicating how often the memory is cleared	Maximum time to be stored: 250 times
93	How long a problem has lasted (How long it takes from the occurrence of the problem till the first air bag squib igniting signal)	Maximum time to be stored: 9,999 minutes (approximately 7 days)
94	How long a problem has lasted (How long it takes from the first air bag squib igniting signal till now).	

4. Erase the diagnosis codes and after waiting 5 seconds or more read (and write down) all displayed diagnosis codes.

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REPAIR PROCEDURE

WHEN FRONT AIR BAGS DEPLOY IN A COLLISION.

1. Replace the following parts with new ones.
   - SRS-ECU (Refer to P.52B-143).
   - Front air bag modules (Refer to P.52B-145).
   - Seat belt with pre-tensioner (Refer to P.52B-159).
   - Front impact sensor (Refer to P.52B-141).
   - Instrument panel (Refer to GROUP 52A, Instrument Panel Assembly P.52A-3).
2. Check the following parts and replace if there are any malfunctions.
   - Clock spring (Refer to P.52B-145).
   - Steering wheel, steering column and shaft assembly
     (1) Check the wiring harness (built into the steering wheel) and connectors for damage, and terminals for deformation.
     (2) Install the air bag module to check fit or alignment with the steering wheel.
     (3) Check the steering wheel for noise, binds or difficult operation and excessive free play.
     (4) Check the steering column shaft shock absorbing mechanism (Refer to GROUP 37, On-Vehicle Service P.37-89).
3. Check the harness for binding, connectors for damage, poor connections, and terminals for deformation (Refer to P.52B-5).

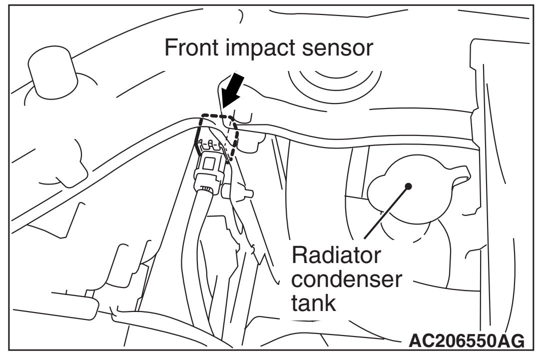
WHEN SIDE AIR BAGS DEPLOY IN A COLLISION.

1. Replace the following parts with new ones.
   - SRS-ECU (Refer to P.52B-143).
   - Side impact sensors (Refer to P.52B-157).
   - Curtain air bag modules (Refer to P.52B-152).
   - Side-airbag modules (Refer to P.52B-152).
2. Check the harness for binding, connectors for damage, poor connections, and terminals for deformation (Refer to P.52B-3).

WHEN AIR BAGS DO NOT DEPLOY IN LOW-SPEED COLLISION.

Check the SRS components. If visible damage such as dents, cracks, or deformation are found on the SRS components, replace them with new ones. Concerning parts removed for inspection, replacement with new parts and cautions in working, refer to P.52B-139

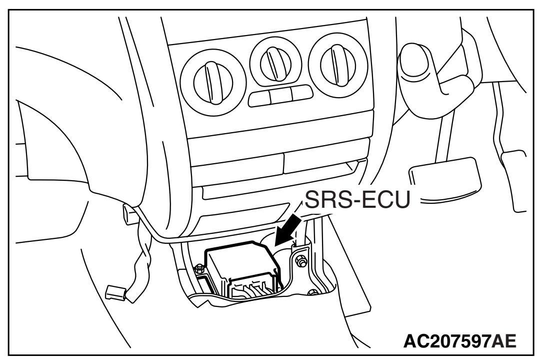
FRONT IMPACT SENSOR



1. Check the head lamp support panel for distortion and rust.
2. Check the front impact sensor for dents, cracks, deformation or rust.
3. Check the front impact sensor wiring harness for binding, check the connector for damage, and check the terminals for deformation.

   NOTE: The figures show front impact sensors (LH). The front impact sensors (RH) is symmetrical with the front impact sensors (LH).

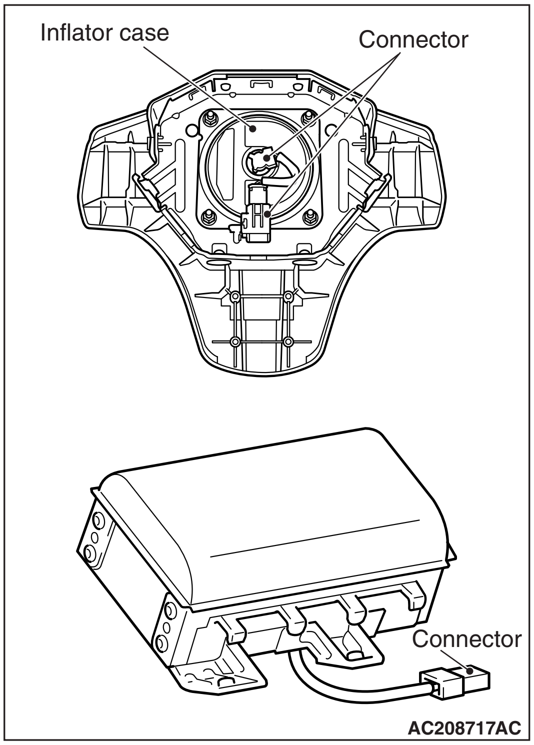
SRS-ECU



1. Check the SRS-ECU case and brackets for dents, cracks or deformation.
2. Check the connector for damage, and the terminals for deformation.
3. Check the SRS-ECU and bracket for installation condition.

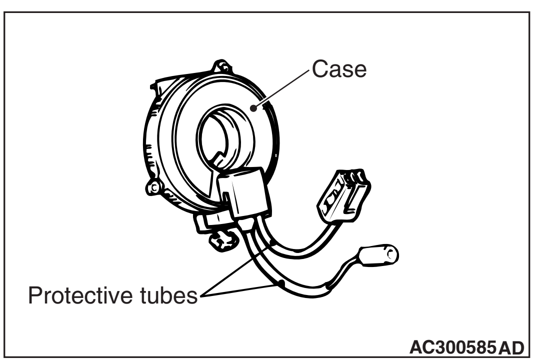
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AIR BAG MODULES



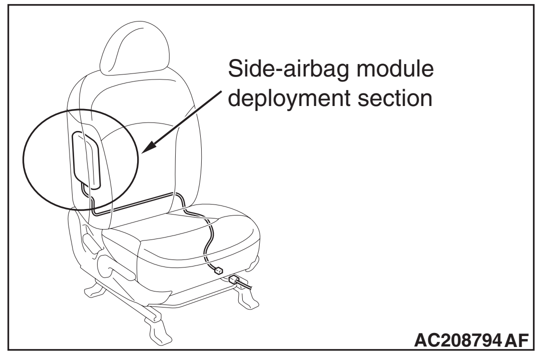
1. Check the pad cover for dents, cracks or deformation.
2. Check the connector for damage, terminals deformities, and the harness for binding.
3. Check the air bag inflator case for dents, cracks or deformities.
4. Check the air bag modules for proper installation.

CLOCK SPRING



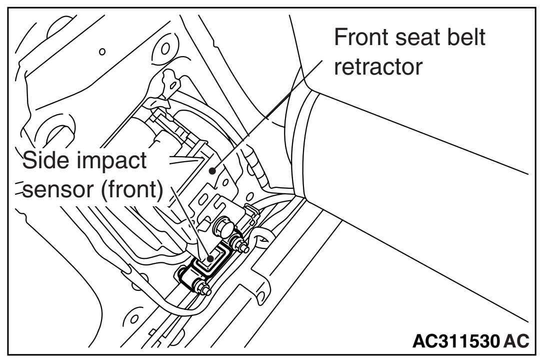
1. Check the clock spring connectors and protective tube for damage, and the terminals for deformation.
2. Visually check the case for damage.

FRONT SEATBACK ASSEMBLY (SIDE-AIRBAG MODULE)



1. Check the side-airbag module deployment section in the seat for dents and deformation.
2. Check the connectors for damage, the terminals for deformation, and the harness for binds.

SIDE IMPACT SENSOR

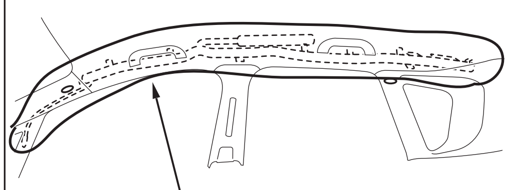


1. Check the centre pillar for deformation or rust.
2. Check the side impact sensors for dents, cracks, deformation and rust.
3. Check the connector for damage and the terminals for deformation.

   NOTE: The figures show side impact sensors (LH). The side impact sensors (RH) is symmetrical with the side impact sensors (LH).

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CURTAIN AIR BAG MODULES



1. Check that the curtain air bag deployment part of the headlining is normal.
2. Check the inflator surface for cracks, dents or deformations.
3. Check the air bag for breakage.
4. Check the connector for damage, the terminal for deformation and the harness for binding.

STEERING WHEEL, STEERING COLUMN AND SHAFT ASSEMBLY

1. Check the wiring harness (built into the steering wheel) and the connectors for damage, and the terminals for deformation.
2. Install the air bag module to check fit or alignment with the steering wheel.
3. Check the steering wheel for noise, binding or difficult operation and excessive free play.
4. Check the steering column shaft shock absorbing mechanism (Refer to GROUP 37, On-Vehicle Service P.37-89).

SEAT BELT WITH PRE-TENSIONER

1. Check the seat belt for damage or deformation.
2. Check the seat belt with pre-tensioner for cracks or deformation.
3. Check that the unit is installed correctly to the vehicle body.

HARNESS CONNECTOR (INSTRUMENT PANEL WIRING HARNESS AND FLOOR WIRING HARNESS, ROOF WIRING HARNESS)

Check harnesses for binding, connectors for damage and terminals for deformation (Refer to P.52B-5).

INDIVIDUAL COMPONENT SERVICE

M1524002900538

⚠ WARNING

- ***If heat damage may occur during paint work, remove the SRS-ECU, the air bag modules, the clock spring, impact sensors and the seat belt with pre-tensioner.***
  - ***SRS-ECU, air bag modules, clock spring and impact sensors: 93° C or more***
  - ***Seat belt with pre-tensioner: 90°C or more***
- ***If the SRS components are removed for the purpose of check, sheet metal repair, painting, etc., they should be stored in a clean, dry place until they are reinstalled.***

If the SRS components are to be removed or replaced as a result of maintenance, troubleshooting etc., follow the service procedures that follow.

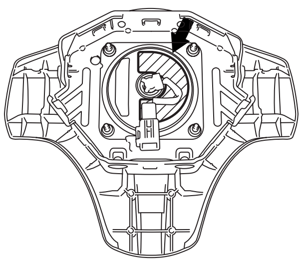
- Front impact sensors; refer to P.52B-141
- SRS-ECU; refer to P.52B-143
- Front air bag modules and clock spring; refer to P.52B-145
- Side and curtain air bag modules; refer to P.52B-152
- Side impact sensors; refer to P.52B-157
- Seat belt with pre-tensioner; refer to P.52B-159

WARNING/CAUTION LABELS

M1524003000549

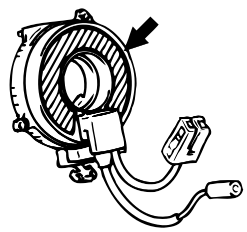
Caution labels on the SRS are attached in the vehicle as shown. Follow label instructions when servicing the SRS. If the label(s) are dirty or damaged, replace with new one(s).

Driver's air bag module

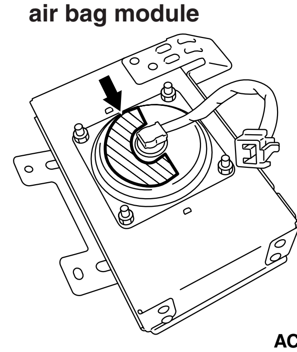


AC206616

Clock spring

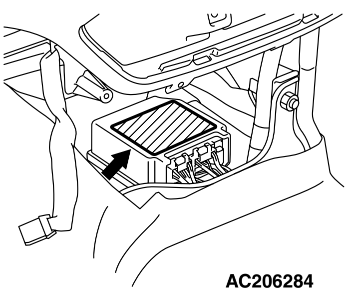


Passenger's (front) air bag module



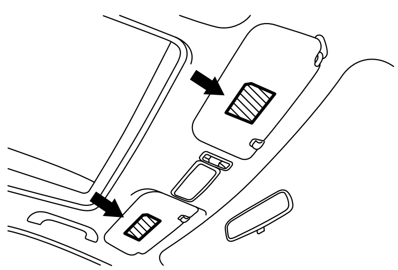
AC400175

SRS-ECU



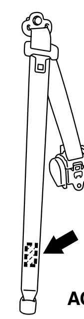
AC206284

Sunvisor



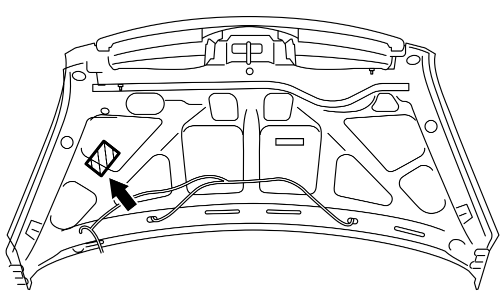
AC206096

Seat belt with pre-tensioner (driver's and front passenger's seat)



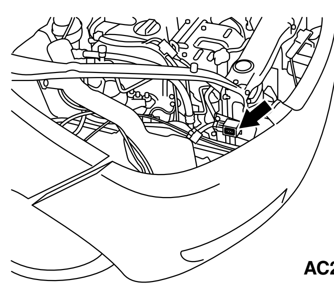
AC206281

Hood



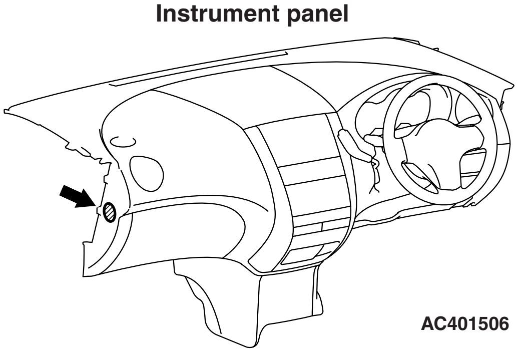
AC402445

Front impact sensor



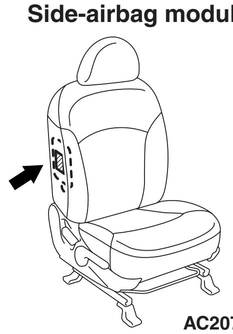
AC206097

Instrument panel



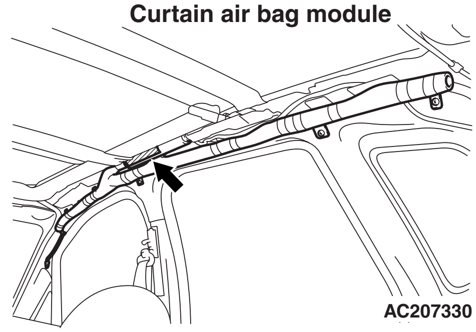
AC401506

Side-airbag module



AC207325

Curtain air bag module



AC207330

AC510120AC

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Group TOC

FRONT IMPACT SENSORS

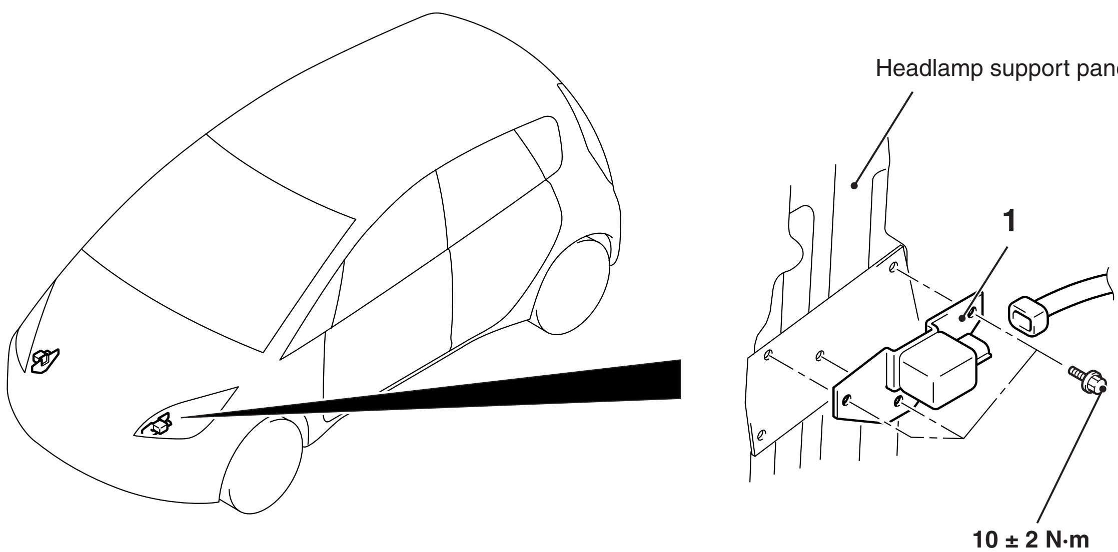
REMOVAL AND INSTALLATION

M1524001500849

⚠ ***WARNING***

- ***Disconnect the negative battery terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it.***
- ***Never attempt to disassemble or repair the front impact sensor. If faulty, replace it.***
- ***Do not drop or subject the front impact sensor to impact or vibration. If denting, cracking, deformation, or rust are discovered in the front impact sensor, replace it with a new front impact sensor. Discard the old one.***
- ***After deployment of an air bag, replace the front impact sensor with a new one.***

Pre-removal Operation
- Turn the ignition key to the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



Removal step
- Headlamp (Refer to GROUP54, Headlamp P.54A-73).
1. Front impact sensor

Installation steps
- >>**A**<< • Pre-installation inspection
- >>**B**<< 1. Front impact sensor
- • Headlamp (Refer to GROUP54, Headlamp P.54A-73).

Installation steps (Continued)
- • Negative battery cable connection
- >>**C**<< • Post-installation inspection

NOTE: The figures show front impact sensor (LH).

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INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

When the new front impact sensor refer to the previous item "INSPECTION."

>>B<< FRONT IMPACT SENSOR INSTALLATION

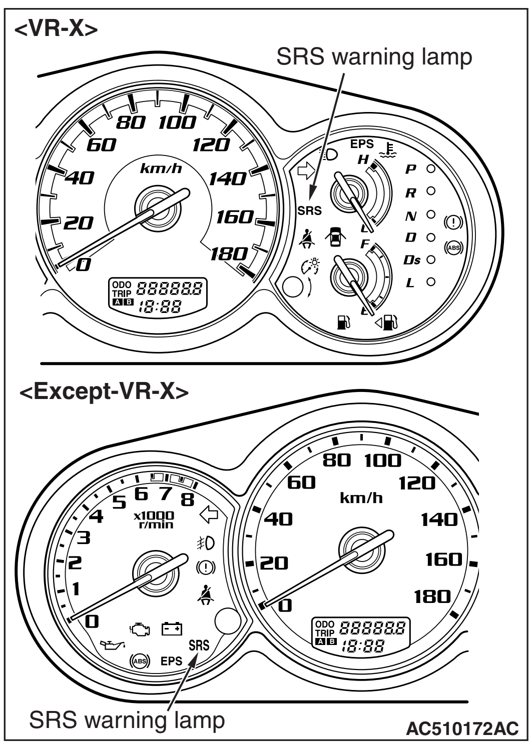
⚠ **WARNING**

The SRS may not activate properly if a front impact sensor is not installed properly.

1. Securely connect the connector.
2. Position the front impact sensor facing toward the front of the vehicle as shown by the arrow on the label, and install it securely.

>>C<< POST-INSTALLATION INSPECTION

1. Connect the negative battery cable.
2. Turn the ignition key to "ON" position.



AC510172AC

3. Does the "SRS" warning lamp illuminate for approximately seven seconds, and go out?
4. If no, refer to troubleshooting (Refer to P.52B-11).

INSPECTION

M1524001600620

⚠ **WARNING**

If a dent, crack, deformation or rust is detected, replace with a new sensor.

1. Check the front impact sensor for dents, cracks, deformation or rust.
2. Check the connector for damage, and terminals for deformation.
3. Check the headlamp support panel for deformation.

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SRS CONTROL UNIT (SRS-ECU)

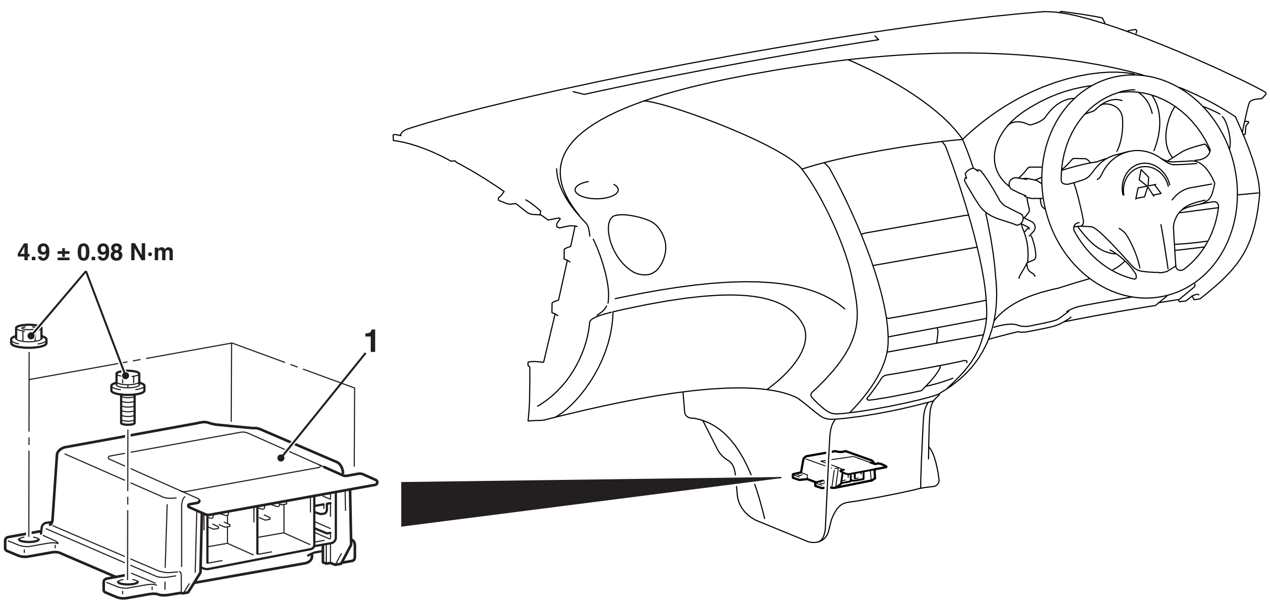
REMOVAL AND INSTALLATION

M1524002100963

⚠ WARNING

- ***Disconnect the negative battery terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it.***
- ***Never attempt to disassemble or repair the SRS-ECU. If faulty, replace it.***
- ***Do not drop or subject the SRS-ECU to impact or vibration. If denting, cracking, deformation, or rust are discovered in the SRS-ECU, replace it with a new front impact sensor. Discard the old one.***
- ***After deployment of an air bag, replace the SRS-ECU with a new one.***
- ***Never use an ohmmeter on or near the SRS-ECU, and use only the special test equipment described on P.52B-9.***

Pre-removal Operation
• Turn the ignition switch to the "LOCK" (OFF) position.
• Disconnect the Negative Battery Terminal.



AC207865AC

Removal steps

- Centre console (Refer to GROUP 52A, Instrument panel assembly P.52A-3).
1. SRS-ECU

Installation steps

>>**A**<< 1. SRS-ECU
- Centre console (Refer to GROUP 52A, Instrument panel assembly P.52A-3).
- Negative battery cable connection

>>**B**<< • Post-installation inspection

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INSTALLATION SERVICE POINTS

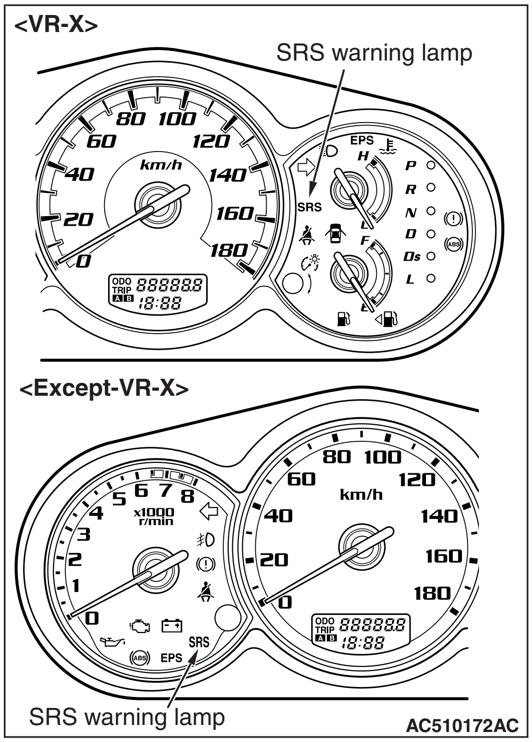
>>A<< SRS-ECU INSTALLATION

⚠ WARNING

The SRS may not activate if SRS-ECU is not installed properly.

>>B<< POST-INSTALLATION INSPECTION

1. Connect the negative battery cable.
2. Turn the ignition key to "ON" position.



3. Does the "SRS" warning lamp illuminate for approximately seven seconds, and go out?
4. If no, refer to troubleshooting (Refer to P.52B-11).

INSPECTION

M1524002200465

⚠ WARNING

If any problems are found, replace the SRS-ECU.

- Check the SRS-ECU and brackets for dents, cracks or deformation.
- Check the SRS-ECU connector for damage, and the terminals for deformation.

NOTE: For the checks other than the items above, refer to "Troubleshooting" (Refer to P.52B-11).

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DRIVER'S AND PASSENGER'S (FRONT) AIR BAG MODULES AND CLOCK SPRING

REMOVAL AND INSTALLATION

M1524014500485

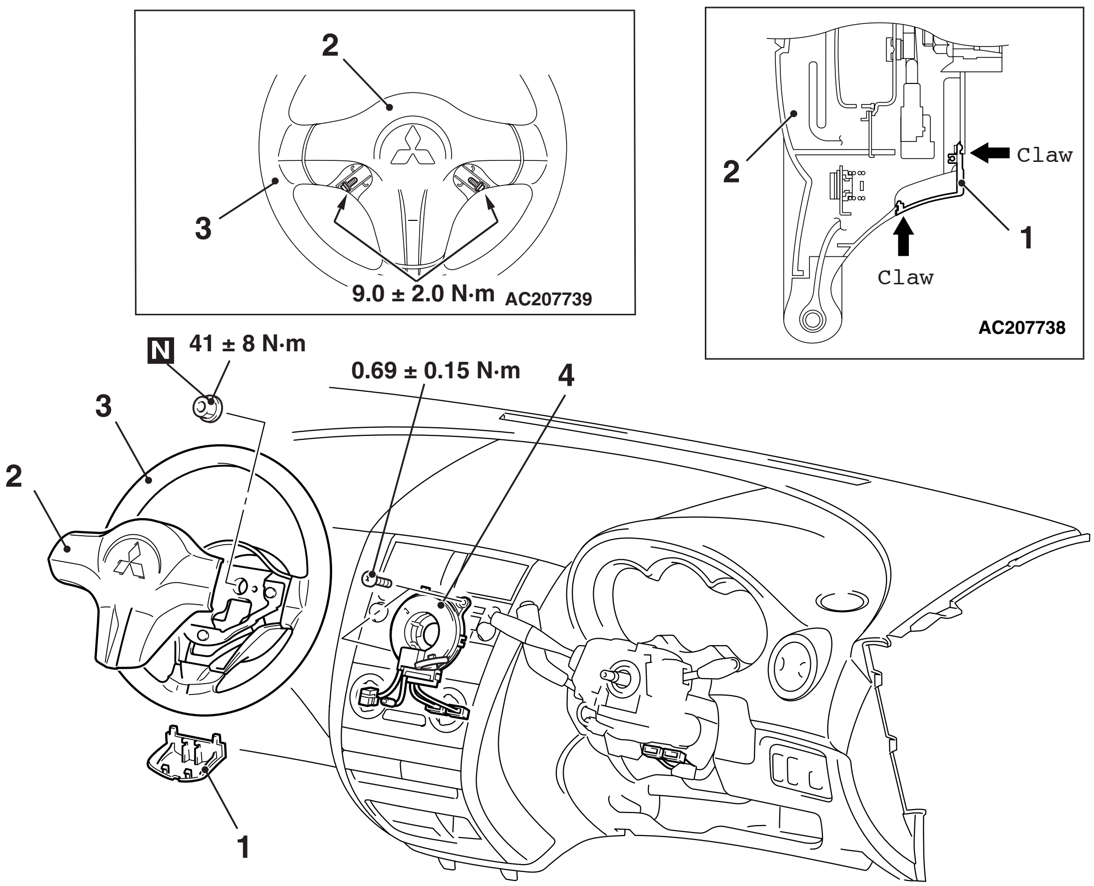
⚠ WARNING

- ***Disconnect the negative battery terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it.***
- ***Never attempt to disassemble or repair the air bag modules or clock spring. If faulty, replace it.***
- ***Do not drop the air bag modules or clock spring or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.***
- ***The air bag modules should be stored on a flat surface is facing upward. Do not place anything on top of it.***
- ***Do not expose the air bag modules to temperatures over 93°C.***
- ***After deployment of an air bag, replace the clock spring with a new one.***
- ***Wear gloves and safety glasses when handling air bags that have already deployed.***
- ***An undeployed air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-162).***

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<DRIVER’S AIR BAG MODULE AND CLOCK SPRING>

Pre-removal Operation
- Disconnect the Negative Battery Terminal.



AC208525
AC208935AD

Driver’s air bag module removal steps

<<A>> 1. Cover
- Horn connector connection

<<B>> • Driver’s air bag module connector connection
<<C>> 2. Driver’s air bag module
<<D>> 3. Steering wheel

Clock spring removal steps

<<A>> 1. Cover
- Horn connector connection

<<B>> • Driver’s air bag module connector connection
<<C>> 2. Driver’s air bag module
<<D>> 3. Steering wheel
- Column cover (Refer to GROUP 37, Steering shaft P.37-92).

<<E>> 4. Clock spring

Driver’s air bag module installation steps

>>A<< • Pre-installation inspection
>>C<< 3. Steering wheel
>>C<< 2. Driver’s air bag module

Driver’s air bag module installation steps (Continued)

- Driver’s air bag module connector connection
- Horn connector connection

>>D<< 1. Cover
- Negative (–) battery cable connection

>>E<< • Post-installation inspection

Clock spring installation steps

>>A<< • Pre-installation inspection
>>B<< 4. Clock spring
- Column cover (Refer to GROUP 37, Steering shaft P.37-92).

>>C<< 3. Steering wheel
>>C<< 2. Driver’s air bag module
- Driver’s air bag module connector connection
- Horn connector connection

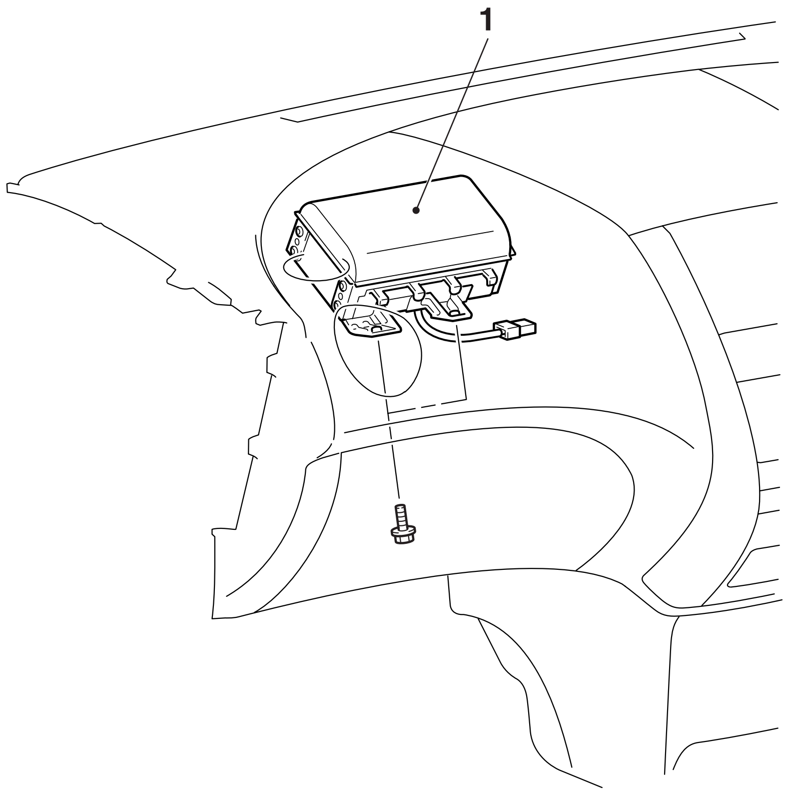
>>D<< 1. Cover
- Negative (–) battery cable connection

>>E<< • Post-installation inspection

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<PASSENGER'S (FRONT) AIR BAG MODULE>

Pre-removal Operation
- Turn the ignition switch the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



AC208439 AC

Removal steps

- Instrument panel assembly (Refer to GROUP 52A, Instrument panel assembly P.52A-8).

<<**F**>> 1. Passenger's (front) air bag module

Installation steps

>>**A**<< • Pre-installation inspection

1. Passenger's (front) air bag module

Installation steps (Continued)

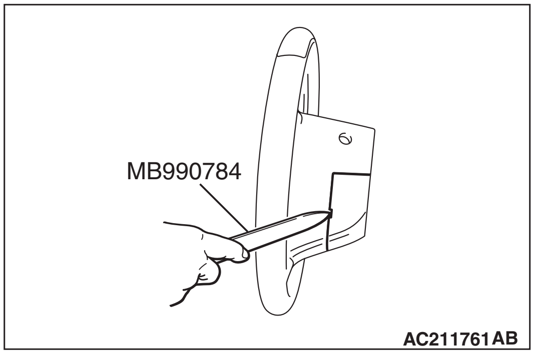
- Instrument panel assembly (Refer to GROUP 52A, Instrument panel assembly P.52A-8).
- Negative (–) battery cable connection

>>**E**<< • Post-installation inspection

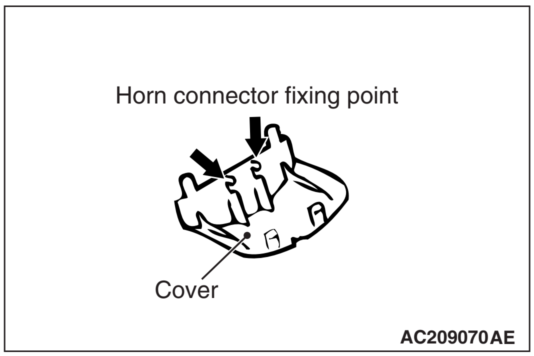
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REMOVAL SERVICE POINTS

<<A>> COVER REMOVAL

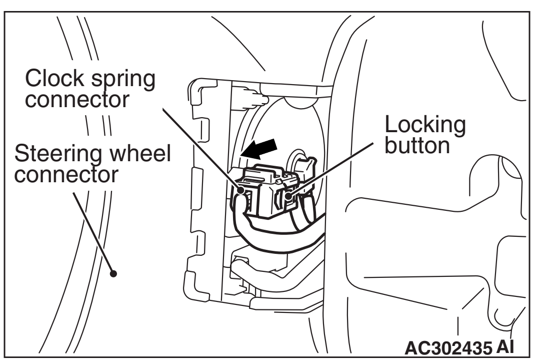


1. Insert the special tool ornament remover (MB990784) as shown in the illustration to remove the cover.



2. Remove the horn connector secured to the cover.

<<B>> DRIVER'S AIR BAG MODULE CONNECTOR DISCONNECTION

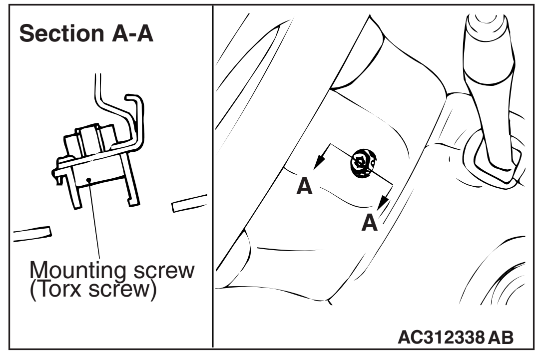


Disconnect the clock spring connector while compressing its locking button and sliding it to the direction of an arrow.

<<C>> DRIVER'S AIR BAG MODULE REMOVAL

⚠ *WARNING*

- ***The air bag module must not be measured with such equipment as an ohmmeter, nor disassembled.***
- ***The removed air bag module should be stored in a clean, dry place with the deployment surface facing up.***

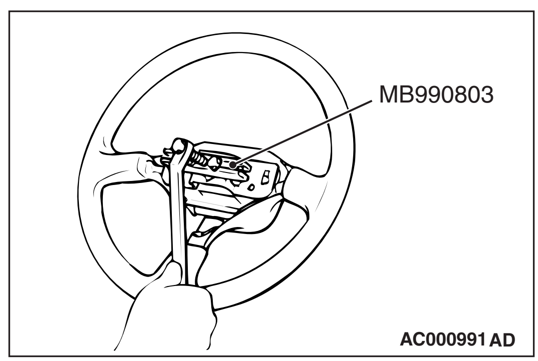


1. Remove the driver's air bag module mounting screws (Torx screws) at the sides of the steering wheel.

   NOTE: Do not remove the screws from the holders.

<<D>> STEERING WHEEL REMOVAL

1. Position the steering wheel in the straight-ahead position.



2. Use special tool steering wheel puller (MB990803) to remove the steering wheel.

<<E>> CLOCK SPRING REMOVAL

⚠ *WARNING*

The removed clock spring should be stored in a clean, dry place.

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<<F>> PASSENGER'S (FRONT) AIR BAG MODULE REMOVAL

⚠ ***WARNING***
- ***When the passenger's (front) air bag module is removed, do not damage the engagement of the pawls.***
- ***The removed passenger's (front) air bag module should be stored in a clean, dry place with facing the deployment surface facing up.***

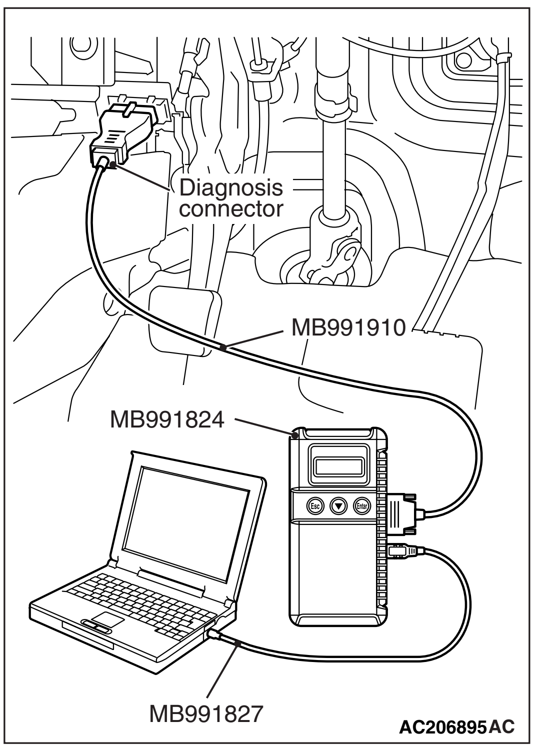
INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ ***WARNING***
Dispose of air bag modules only according to the specified procedure (Refer to P.52B-162).

1. When installing the new air bag modules and clock spring, refer to "INSPECTION" (P.52B-151).
2. Connect the negative (–) battery cable.

⚠ **CAUTION**



To prevent damage to M.U.T.-III, always turn the ignition, switch to the "LOCK" (OFF) position before connecting or disconnecting M.U.T.-III.

3. Connect M.U.T.-III to the diagnosis connector.
4. Turn the ignition switch to the "ON" position.
5. Check diagnosis codes using M.U.T.-III to ensure that the SRS operates properly.

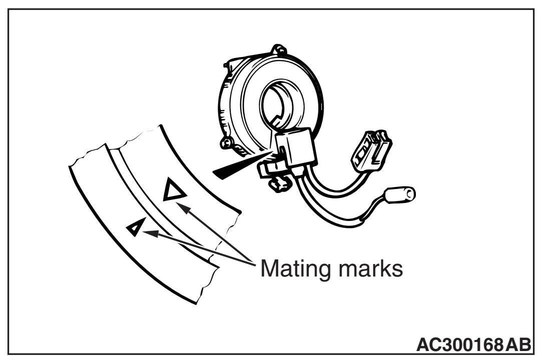
   At this time, check that no diagnosis code except 21 and 24 are set.

⚠ ***DANGER***
Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-5).

6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bags deployment.

>>B<< CLOCK SPRING INSTALLATION

⚠ ***WARNING***
Ensure that the clock spring's mating marks are properly aligned. If not, the steering wheel may not rotate completely during a turn, or the flat cable in the clock spring could be damaged, This would prevent normal SRS operation and possibly cause serious injury to the driver.



1. Align the mating marks of the clock spring.

   <Mating Mark Alignment>

   Turn the clock spring clockwise fully. Then turn it back approximately 3 3/4 turns anticlockwise to align the mating marks.
2. Turn the front wheels to the straight-ahead position. Then install the clock spring to the column switch.

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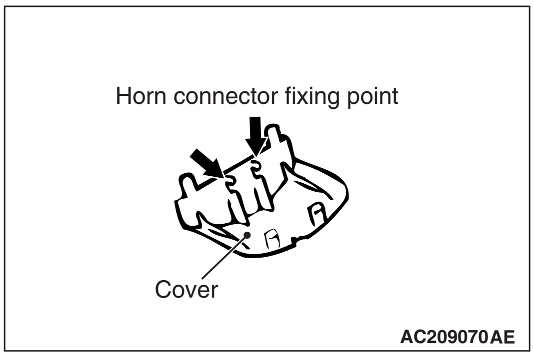
>>C<< STEERING WHEEL/DRIVER'S AIR BAG MODULE INSTALLATION

⚠ CAUTION

When installing the steering wheel, and driver's air bag module ensure that the harness of the clock spring does not become caught or tangled.

1. Before installing the steering wheel, and driver's air bag module turn the vehicle's front wheels to the straight-ahead position and align the mating marks of the clock spring.
2. After securing the steering wheel, turn the steering wheel all the way in both directions to confirm that the steering wheel rotation is normal.

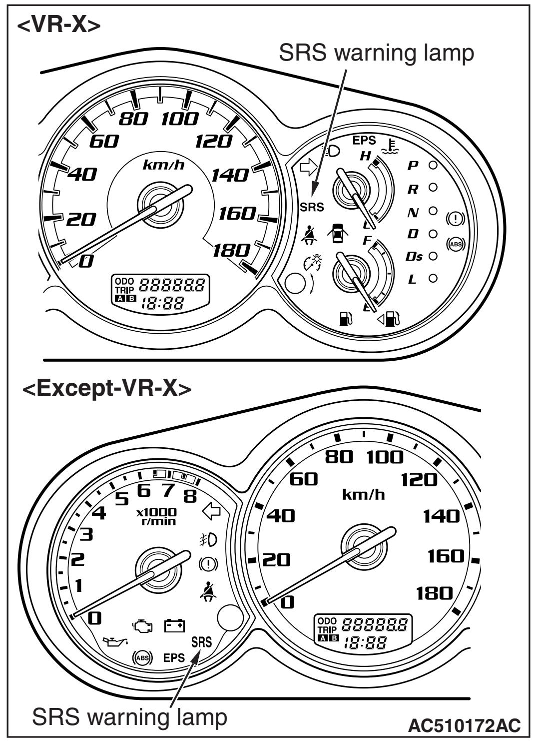
>>D << COVER INSTALLATION



1. Secure the horn connector to the cover.
2. Install the cover to the steering wheel assembly.

>>E<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to "ON" position.



3. Does the "SRS" warning lamp illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If no, refer to P.52B-10.

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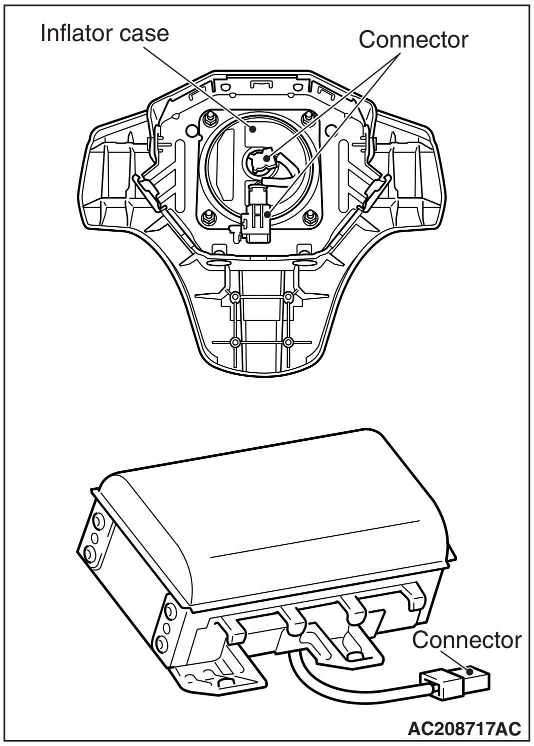
INSPECTION

M1524014600244

AIR BAG MODULE CHECK

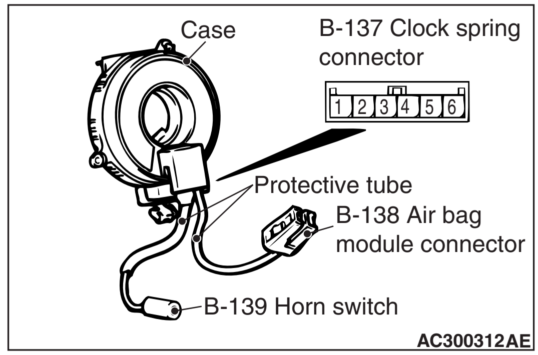
⚠ *WARNING*

- ***If any component damage is found during the following inspection, replace the air bag module(s) with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-162).***
- ***Never attempt to measure the circuit resistance of he air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag module(s) deployment will result in serious personal injury.***



1. Check the pad cover for dents, cracks or deformation.
2. Check the connectors for damage, the terminals for deformation, and the harness for binds.
3. Check the air bag inflator case for dents, cracks or deformation.
4. Install the driver’s air bag module to the steering wheel and check fit and alignment with the wheel.
5. Install the passenger’s (front) air bag module to the instrument panel and front deck crossmember and check fit and alignment.

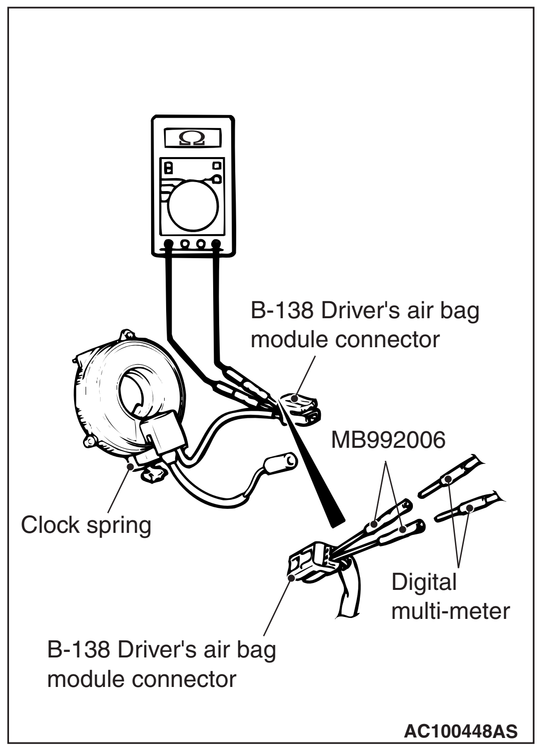
CLOCK SPRING CHECK



If any malfunction is found in the following inspections, replace the clock spring with a new one.

1. Check the connectors and protective tube for damage, and the terminals for deformation.
2. Visually check the case for damage.
3. Check to see that there is a charge (continuity) between the B-137 clock spring connector terminal 1 and B-139 horn switch.

⚠ CAUTION



Do not directly insert a probe, etc. into the terminal from the front of the connector.

4. Insert the special tool extra fine probe (MB992006) from behind the B-138 driver’s air bag module connector.
5. As shown in the Figure, connect the circuit tester to the special tool extra fine probe (MB992006) and check to see that there is a charge between the terminals.

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SIDE AND CURTAIN AIR BAG MODULES

REMOVAL AND INSTALLATION

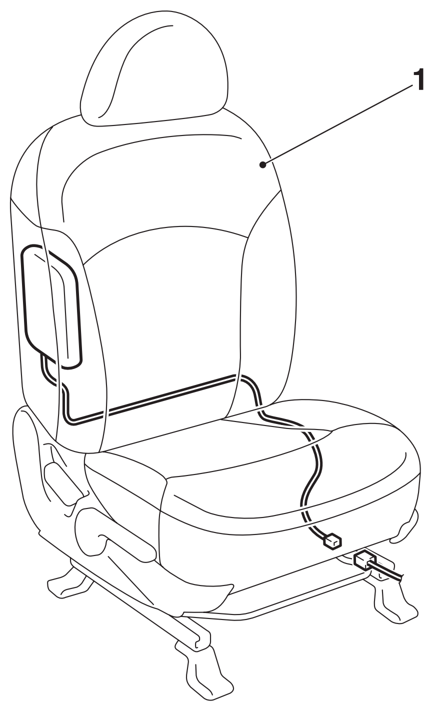
M1524014800248

⚠ WARNING

- ***Disconnect the negative battery terminal and wait for 60 seconds or more before starting work. Also, the disconnected battery terminal should be insulated with tape (Refer to P.52B-5).***
- ***Never attempt to disassemble or repair the air bag modules. If faulty, just replace with new one(s).***
- ***Do not drop the air bag modules or allow contact with water, grease or oil. Replace if a dent, crack, deformation or rust are present.***
- ***Store the air bag modules on a flat surface with the deployment surface facing up. Do not place anything on top of them.***
- ***Do not store the air bag modules in a place more than 93°C.***
- ***When the side and curtain air bags have been deployed, replace the front seatback assembly and curtain air bag modules with new ones.***
- ***Put on gloves and safety glasses when handling deployed air bags.***
- ***When discarding the undeployed air bag module(s), be sure to deploy the air bag(s) in advance as specified in the service procedure (Refer to P.52B-162).***

<SIDE-AIRBAG MODULE>

Pre-removal Operation
- Turn the ignition switch to the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



Side air bag module removal steps

<<A>> 1. Front seat assembly

Side air bag module installation steps

>>A<< • Pre-installation inspection

1. Front seat assembly

Side air bag module installation steps (Continued)

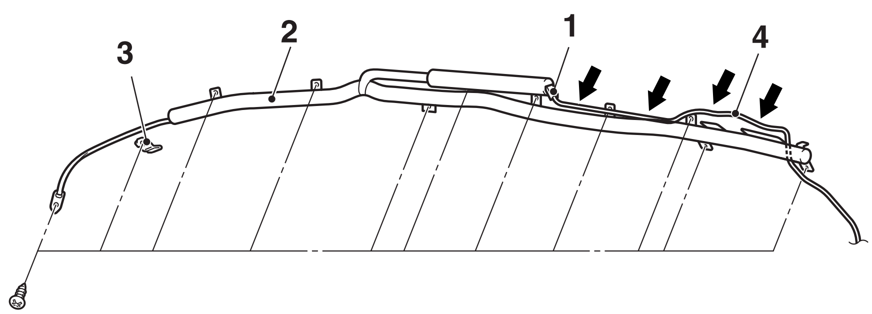
• Negative (–) battery cable connection

>>D<< • Post-installation inspection

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<CURTAIN AIR BAG MODULE>

Pre-removal Operation
- Turn the ignition switch to the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



AC208406AC

NOTE
⬅ : Harness clip positions

Curtain air bag module removal steps

- • Headlining (Refer to GROUP 52A, Headlining P.52A-16.)
- <<**B**>> 1. Connector
- 2. Curtain air bag module
- 3. Strap guide bracket
- 4. Curtain air bag harness

Curtain air bag module installation steps

- >>**A**<< • Pre-installation inspection
- >>**B**<< 4. Curtain air bag harness
- 3. Strap guide bracket
- >>**C**<< 2. Curtain air bag module
- 1. Connector
- • Headlining (Refer to GROUP 52A, Headlining P.52A-16.)
- • Negative (–) battery cable connection
- >>**D**<< • Post-installation inspection

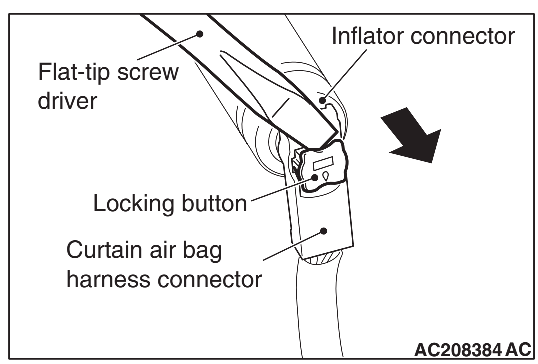
REMOVAL SERVICE POINTS

<<A>> FRONT SEAT ASSEMBLY REMOVAL

⚠ ***WARNING***
Dispose of air bag modules only according to the specified procedure (Refer to P.52B-162).

Refer to GROUP52A, Front seat assembly P.52A-23.

<<B>> CONNECTOR REMOVAL



Use a flat-tipped screwdriver to pull out forward and unlock the locking button of the curtain air bag harness-side connector.

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Group TOC

INSTALLATION SERVICE POINTS

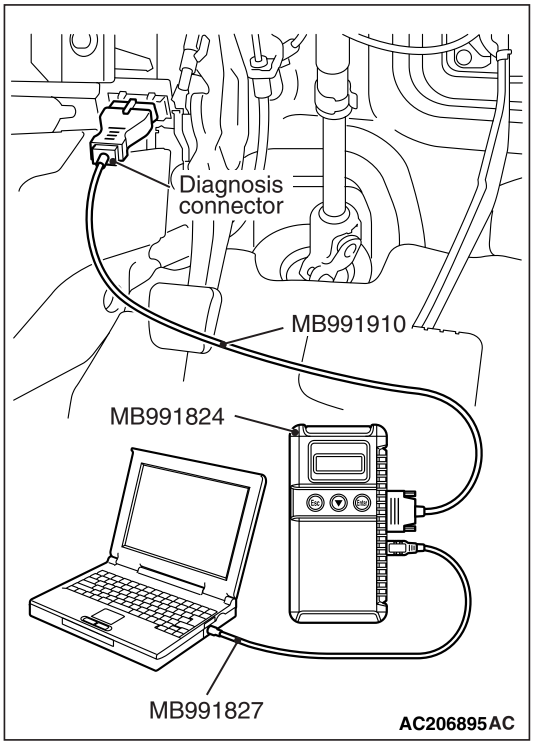
>>A<< PRE-INSTALLATION INSPECTION

⚠ ***WARNING***

Dispose of air bag modules only according to the specified procedure (Refer to P.52B-162).

1. When installing the new air bag modules, refer to "INSPECTION" (P.52B-155).
2. Connect the negative (–) battery cable.

⚠ **CAUTION**



To prevent damage to M.U.T.-III, always turn the ignition, switch to the "LOCK" (OFF) position before connecting or disconnecting M.U.T.-III.

3. Connect M.U.T.-III to the diagnosis connector.
4. Turn the ignition switch to the "ON" position.
5. Check diagnosis codes using M.U.T.-III to ensure that the SRS operates properly.

   Confirm that the diagnosis codes other than 71, 81, 3A and 4A are not set.

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-5.)

6. Turn the ignition switch to the "LOCK" (OFF) position.
7. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bags deployment.

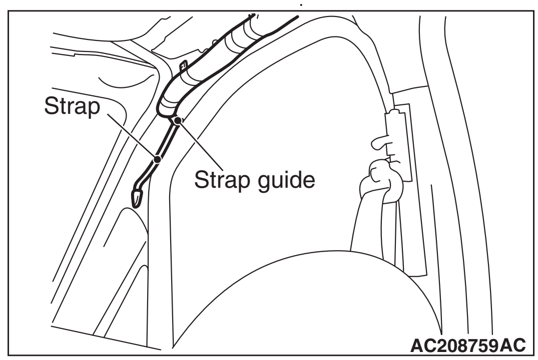
>>B<< CURTAIN AIR BAG HARNESS INSTALLATION

⚠ **CAUTION**

- **Secure the harness clip certainly and return it to the back side of air bag.**
- **Connect the connector with the inflator certainly.**

>>C<< CURTAIN AIR BAG MODULE INSTALLATION

⚠ **CAUTION**



Take care not to contort the curtain air bag when installing it.

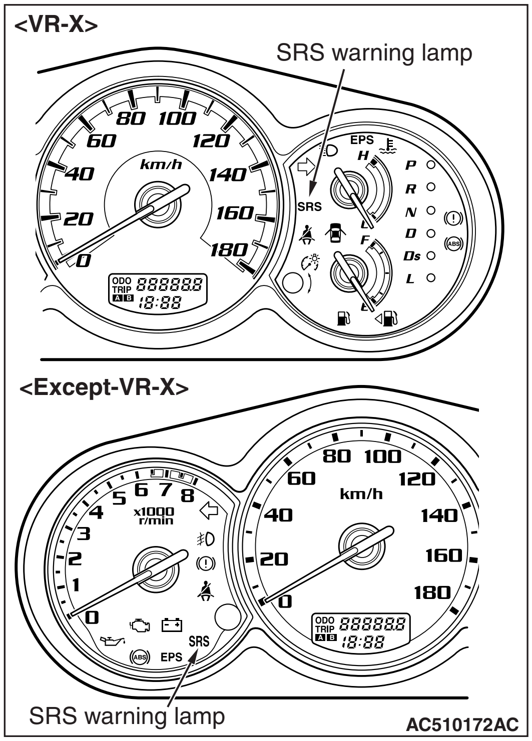
- **Take care that the surrounding components do not trap the air bag.**
- **Take care that the front pillar trim clips or other do not trap the strap.**

Hang the strap on the strap guide.

>>D<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to "ON" position.

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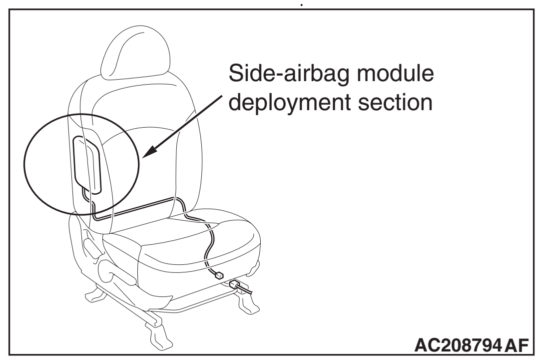
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If no, refer to P.52B-10.

INSPECTION

M1524014900074

FRONT SEATBACK ASSEMBLY WITH SIDE-AIRBAG MODULE CHECK

⚠ WARNING



If any improper part is found during the following inspection, replace the front seatback assembly with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-162).

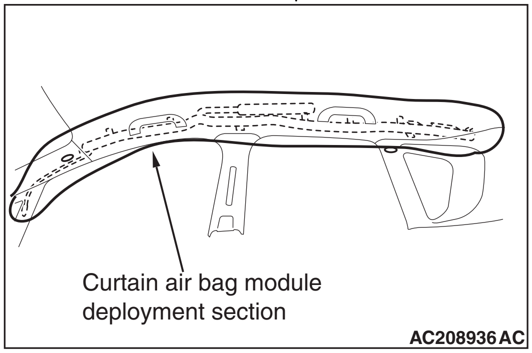
- ***Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.***

1. Check the air bag module deployment section for dents or deformation.
2. Check connector for damage, terminals for deformation, and harness for binds.

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CURTAIN AIR BAG MODULE CHECK

⚠ WARNING



If any improper part is found during the following inspection, replace the curtain air bag module (squib) assembly with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-162).

- ***Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.***

1. Check that the curtain air bag deployment part of the headlining is normal.
2. Check the inflator surface for cracks, dents or deformations.
3. Check the air bag for breakage.
4. Check the connector for damage, the terminal for deformation and the harness for binding.

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SIDE IMPACT SENSOR

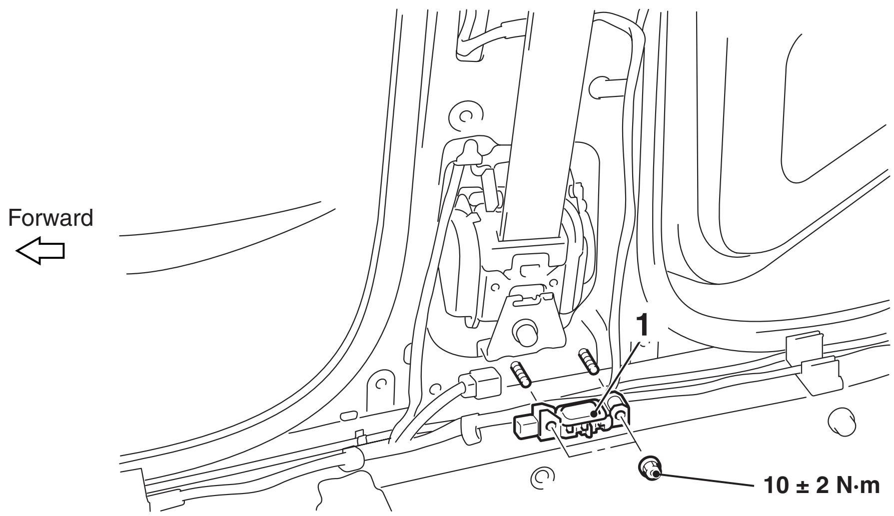
REMOVAL AND INSTALLATION

M1524004600771

⚠ WARNING

- ***Disconnect the negative battery terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it.***
- ***Never attempt to disassemble or repair the side impact sensors. If faulty, replace it.***
- ***Do not drop or subject the side impact sensors to impact or vibration. If denting, cracking, deformation, or rust are discovered in the side impact sensors, replace it with a new front impact sensor. Discard the old one.***
- ***After deployment of an air bag, replace the side impact sensors with a new one.***
- ***Never use an ohmmeter on or near the side impact sensors, and use only the special test equipment described on P.52B-9.***

Pre-removal Operation
- Turn the ignition key to the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



Side impact sensor removal steps
- Centre pillar trim lower (Refer to GROUP 52A, Trims P.52A-11.)

1. Side impact sensor

Side impact sensor installation steps

>>**A**<< • Pre-installation inspection
>>**B**<< 1. Side impact sensor
• Centre pillar trim lower (Refer to GROUP 52A, Trims P.52A-11.)

Side impact sensor installation steps (Continued)

• Negative battery cable connector
>>**C**<< • Post-installation inspection

NOTE: The figure shows the side impact sensor (LH).

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INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

Even new side impact sensor requires inspection before installation (Refer to the previous item "INSPECTION" P.52B-158).

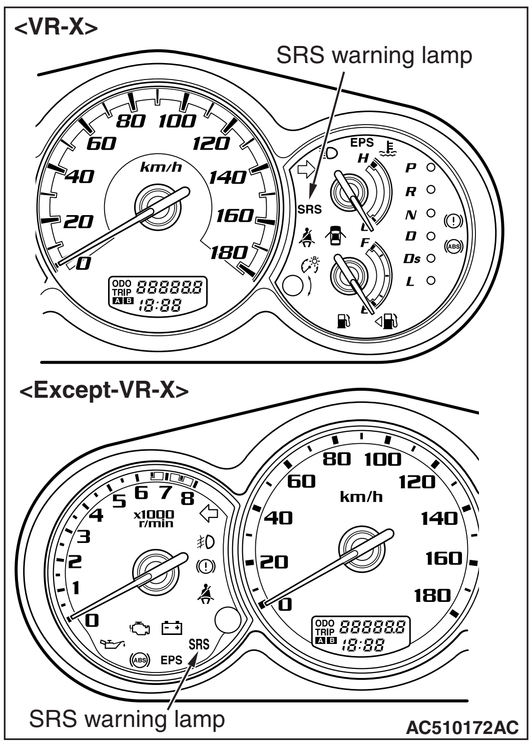
>>B<< SIDE IMPACT SENSOR INSTALLATION

⚠ WARNING

The side impact sensor, unless properly installed, does not operate properly, thereby resulting in serious injury or death of the vehicle's occupants.

>>C<< POST-INSTALLATION INSPECTION

1. Connect the negative battery cable.
2. Turn the ignition key to "ON" position.



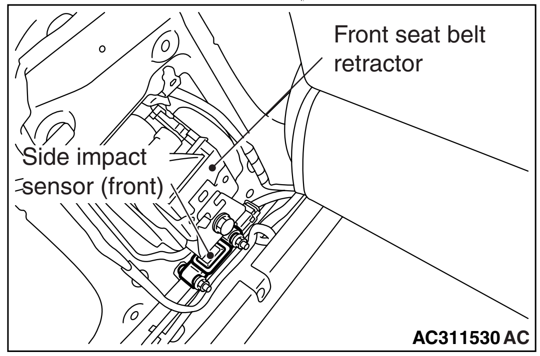
3. Does the SRS warning lamp illuminate for about 7 seconds, and then remain extinguished for at least 5 seconds after turning OFF?
4. If no, refer to troubleshooting (Refer to P.52B-11).

INSPECTION

M1524004700433

⚠ WARNING

If any problems, replace the sensor.



Check the side impact sensor and bracket for dents, cracks or deformation.

2. Check the connector for damage, and terminal for deformation.
3. Check the centre pillar and the quarter inner panel for deformation or corrosion.

NOTE: For the checks other than the items above, refer to Troubleshooting (Refer to P.52B-11) .

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SEAT BELTS WITH PRE-TENSIONER

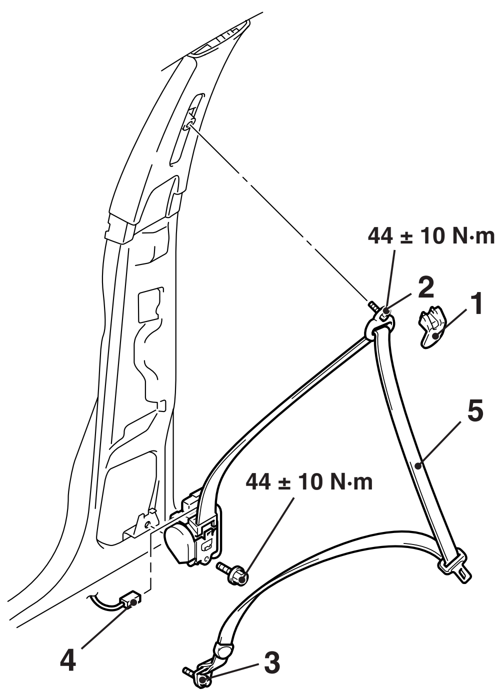
REMOVAL AND INSTALLATION

M1524004100851

⚠ WARNING

- ***Never attempt to disassemble or repair the seat belt pre-tensioner. If faulty, replace it.***
- ***Be extremely careful when handling the seat with pre-tensioner. Do not subject it to shocks, drop it, bring it close to strong magnets or allow contact with water, grease or oil. Always replace it with a new part if any dents, cracks or deformation is found.***
- ***Do not place anything on top of the seat belt pre-tensioner.***
- ***Do not expose the seat belt pre-tensioner to temperatures over 90°C.***
- ***After operating the seat belt pre-tensioner, replace the seat belt pre-tensioner with a new part.***
- ***Gloves and protective goggles should be worn when handling a seat belt pre-tensioner once it has been used.***
- ***If disposing of a seat belt with pre-tensioner which has not yet been operated, its seat belt pre-tensioner should be operated first before disposal (Refer to P.52B-162).***

Pre-removal Operation
- Turn the ignition key to the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



Removal steps
1. Sash guide cover
2. Seat belt shoulder anchor bolt
3. Seat belt lower anchor bolt
- Centre pillar trim, lower (Refer to GROUP 52A, Trims P.52A-11).

<<**A**>> 4. Pre-tensioner connector connection
5. Seat belt with pre-tensioner

Installation steps

>>**A**<< • Pre-installation inspection
5. Seat belt with pre-tensioner

Installation steps (Continued)

>>**B**<< 4. Pre-tensioner connector connection
- Centre pillar trim, lower (Refer to GROUP 52A, Trims P.52A-11).
3. Seat belt lower anchor bolt
2. Seat belt shoulder anchor bolt
1. Sash guide cover
- Negative battery cable connection

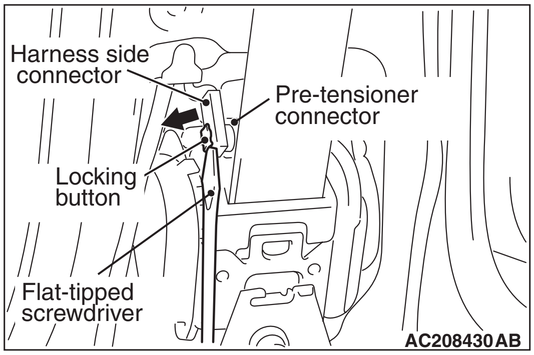
>>**C**<< • Post-installation inspection

NOTE: The figure shows the seat belt with pre-tensioner (RH).

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REMOVAL SERVICE POINTS

<<A>> PRE-TENSIONER CONNECTOR DISCONNECTION



1. Use a flat-tipped screwdriver to pull out forward and unlock the locking button of the harness side connector.
2. Disconnect the pre-tensioner harness side connector.

INSTALLATION SERVICE POINTS

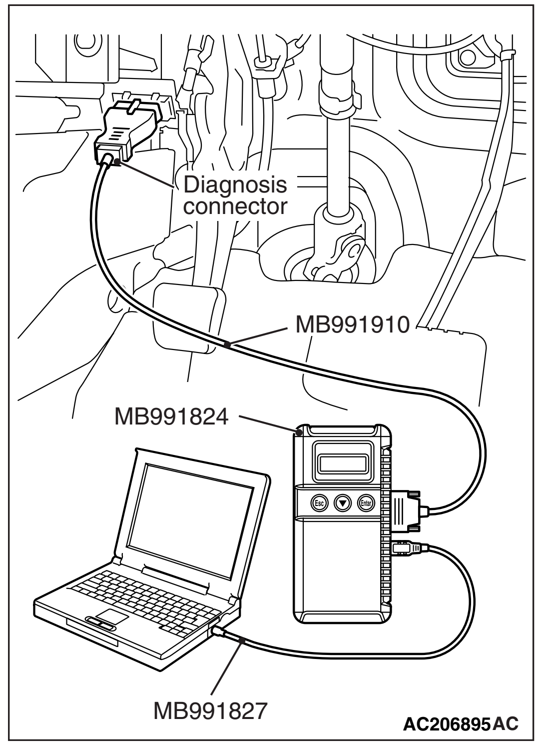
>>A<< PRE-INSTALLATION INSPECTION

⚠ ***WARNING***

When discarding the seat belt with pre-tensioner, operate the pre-tensioner as specified in the service procedure (Refer to P.52B-162).

1. Even new seat belt with pre-tensioner require inspection before installation.
2. Connect the negative battery cable.

⚠ **CAUTION**



To prevent damage to M.U.T.-III, always turn the ignition, switch to the "LOCK" (OFF) position before connecting or disconnecting M.U.T.-III.

3. Connect M.U.T.-III to the diagnosis connector.
4. Turn the ignition switch to the ON position.
5. Check diagnosis codes using M.U.T.-III to ensure that the SRS operates properly.

   At this time, check that no diagnosis code except 26 and 28 are set.

⚠ ***DANGER***

Wait at least 60 seconds after the disconnection of the battery cable before any further job (Refer to P.52B-5).

6. Disconnect the negative battery cable and insulate with tape.

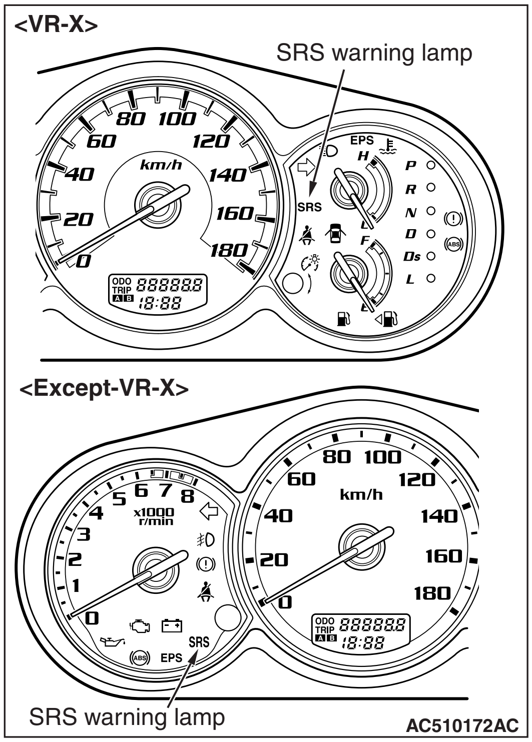
>>B<< PRE-TENSIONER CONNECTOR CONNECTION

Connect the pretensioner connector then securely lock the locking button of the harness-side connector.

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>> C<< POST-INSTALLATION INSPECTION

1. Connect the negative battery cable.
2. Turn the ignition key to "ON" position.



3. Does the "SRS" warning lamp illuminate for approximately seven seconds, and go out?
4. If no, refer to troubleshooting (Refer to P.52B-11).

INSPECTION

M1524004200342

⚠ WARNING

- ***If any component damage is found during the following inspection, replace the seat belt with pre-tensioner with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-162).***
- ***Never attempt to measure the circuit resistance of the seat belt pre-tensioner even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental seat belt pre-tensioner operation will result in serious personal injury.***

1. Check the pre-tensioner deployment section for dents and deformation.
2. Check the harness and connector for damage and the terminals for deformation.

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AIR BAG MODULE AND SEAT BELT PRE-TENSIONER DISPOSAL PROCEDURES

M1524001201108

Before disposing of an air bag or a vehicle equipped with an air bag, follow the procedures below to deploy the air bag.

UNDEPLOYED AIR BAG MODULE DISPOSAL

⚠ ***WARNING***

- ***If the vehicle is to be scrapped or otherwise disposed of, deploy the air bags and operate the seat belt pre-tensioner inside the vehicle. If the vehicle will continue to be used and only the air bag modules and seat belt pre-tensioner are to be disposed of, deploy the air bags and operate the seat belt pre-tensioner outside the vehicle.***
- ***Since a large amount of smoke is produced when the air bag is deployed and the seat belt pre-tensioner is operated, avoid residential areas whenever possible.***
- ***Since there is loud noise when the air bags are deployed and when the seat belt pre-tensioner are operated, avoid residential areas whenever possible. If anyone is nearby, give warning of the impending noise.***
- ***Suitable ear protection should be worn by personnel performing these procedures or by people in the immediate area.***

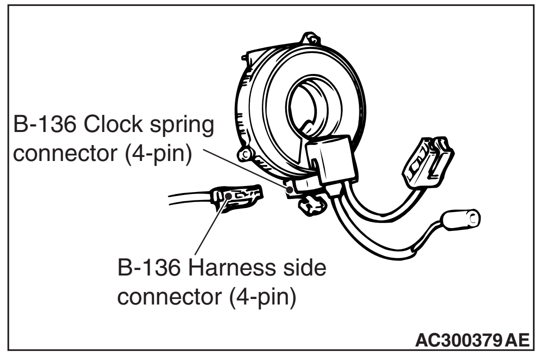
DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <DRIVER'S AIR BAG MODULE>

1. Move the vehicle to an isolated spot.

⚠ ***DANGER***

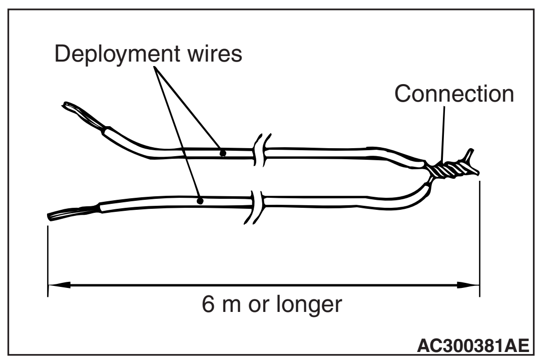
Wait at least 60 seconds after the disconnection of the battery cable before any further job (Refer to P.52B-5).

2. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the column cover lower (Refer to GROUP 37, Steering shaft P.37-92).



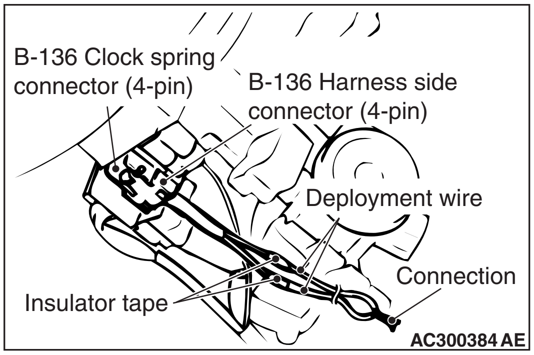
4. Remove the connection between the B-136 clock spring connector (4-pin) and the harness side connector (4-pin).

   NOTE: Once disconnected from the instrument panel wiring harness, both electrodes of the clock spring connector short automatically. This prevents the driver's air bag from accidental deployment caused by static, etc.



5. Obtain two suitable wires, which are 6 meters or longer, as deployment wires. Then connect the wires at one end to short.
6. Touch the vehicle's body with bare hands to discharge static in you.

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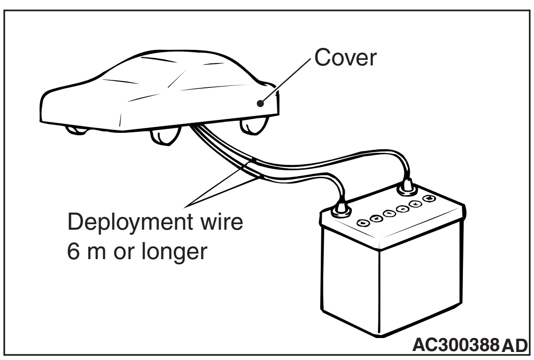


7. Cut with a pliers, etc. the instrument panel wiring harness shown in the figure of the instructions, while the B-136 clock spring connector is disconnected.

   NOTE: The disconnection location should be sufficiently away from the B-136 harness side connector with consideration to the expansion harness connection location upon disconnections.

8. Connect the deployment wires on the two instrument panel wiring harnesses disconnected, cover the connection areas with insulator tape and then pull out the deployment wires outside the vehicle.
9. Connect the B-136 harness side connector connected with an expansion harness to the B-136 clock spring connector.

⚠ WARNING



If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

10. To suppress the operation sound as much as possible completely close all door windows, close the doors and put the cover on the vehicle.

⚠ WARNING

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176) for post-deployment handling instructions.***
- ***If the air bag module fails to deploy, do not go near the module. Contact your distributor.***

11. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
12. After deployment, dispose of the air bag module according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176).

DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <PASSENGER'S (FRONT) AIR BAG MODULE>

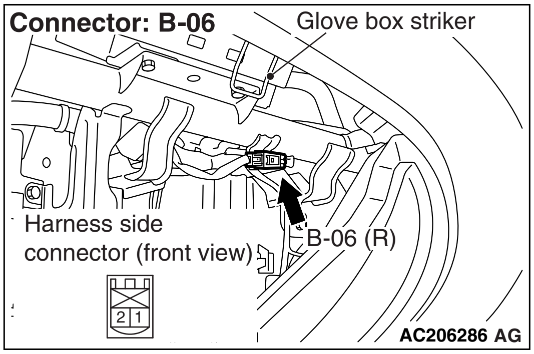
1. Move the vehicle to an isolated spot.

⚠ DANGER

Wait at least 60 seconds after the disconnection of the battery cable before any further job (Refer to P.52B-5).

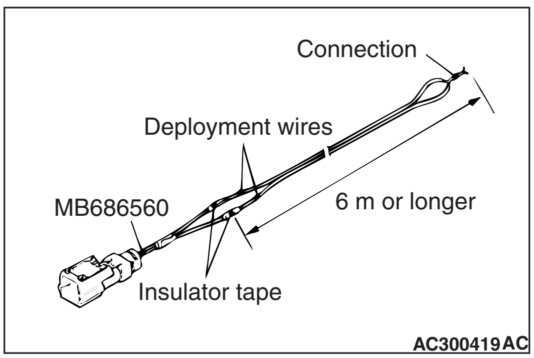
2. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the glove box (Refer to GROUP 52A, Instrument Panel P.52A-3).

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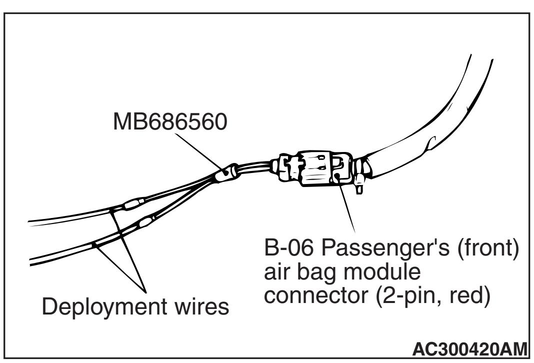


4. Remove the connection between the B-06 passenger's (front) air bag module connector (2-pin, red) and the harness side connector (2-pin, red).

   NOTE: Once disconnected from the instrument panel wiring harness, both electrodes of the passenger's (front) air bag module short automatically. This prevents the passenger's (front) air bag from accidental deployment caused by static, etc.

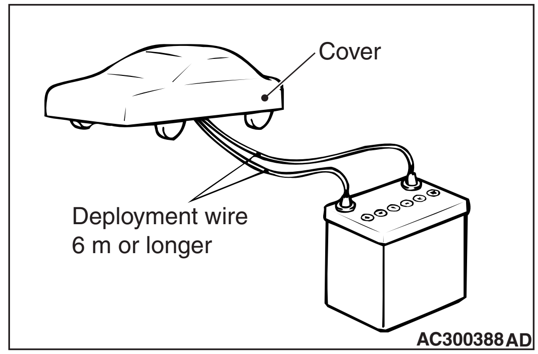


5. Connect deployment wires longer than 6 m to each SRS air bag adapter harness (MB686560) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the passenger's (front) air bag from accidental deployment caused by static etc.



6. Connect the B-06 passenger's (front) air bag module connector (2-pin, red) to special tool SRS air bag adapter harness (MB686560) and move the deployment wires out of the vehicle.

⚠ ***WARNING***



If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

7. To suppress the operation sound as much as possible completely close all door windows, close the doors and put the cover on the vehicle.

⚠ ***WARNING***

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176) for post-deployment handling instructions.***
- ***If the air bag module fails to deploy, do not go near the module. Contact your distributor.***

8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. After deployment, dispose of the air bag module according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176).

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DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <SIDE-AIRBAG MODULE>

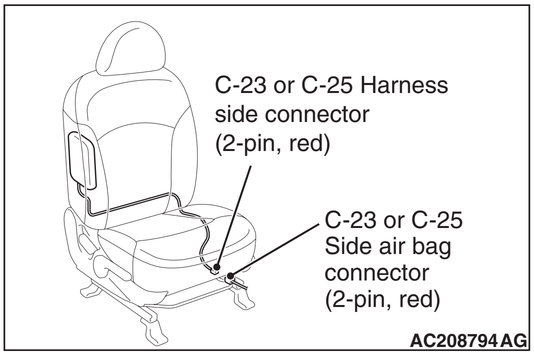
1. Move the vehicle to an isolated spot.

⚠ WARNING

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-5).

2. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

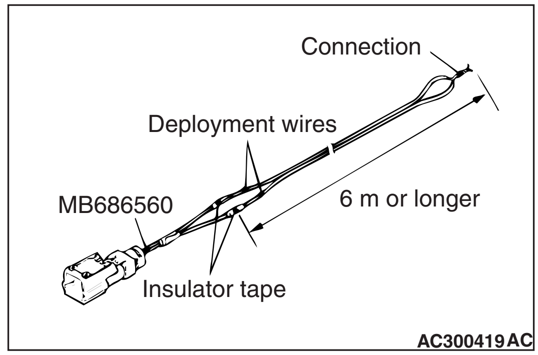
⚠ WARNING



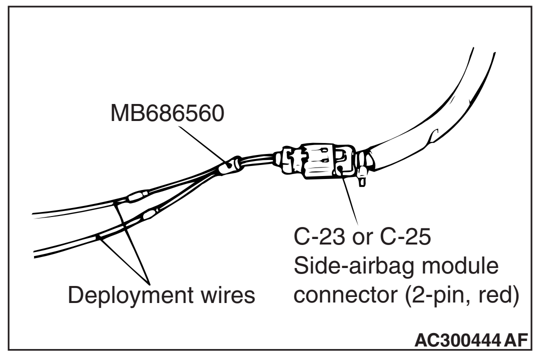
The side-airbag modules for both the driver's side and passenger's side should be deployed.

3. Remove the connection between the C-23 or C-25 side-airbag module connector (2-pin, red) and the harness side connector (2-pin, red).

   NOTE: Once disconnected from the instrument panel wiring harness, both electrode of the side-airbag module connector short automatically. This prevents the side-airbag from accidental deployment caused by static etc.

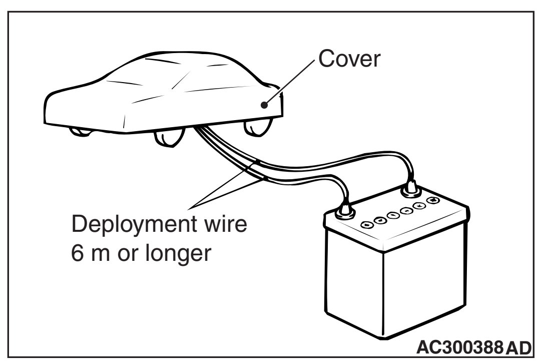


4. Connect deployment wires longer than 6 m to each SRS air bag adapter harness (MB686560) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the side-airbag from accidental deployment caused by static etc.



5. Connect the C-23 or C-25 side-airbag module connector (2-pin, red) to SRS air bag adapter harness (MB686560) and move the deployment wire out of the vehicle.

⚠ WARNING



If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

6. To suppress the operation sound as much as possible completely close all door windows, close the doors and put the vehicle.

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⚠ **WARNING**

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176) for post-deployment handling instructions.***
- ***If the air bag module fails to deploy, do not go near the module. Contact your distributor.***

7. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
8. After deployment, dispose of the front seatback assembly (air bag module) according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176).

DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <CURTAIN AIR BAG MODULE>

1. Move the vehicle to an isolated spot.

⚠ **WARNING**

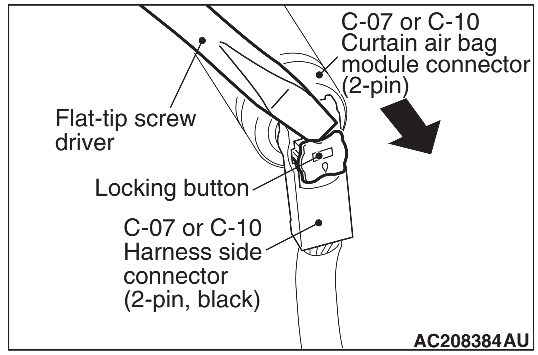
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-5).

2. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ **WARNING**

The curtain air bag modules for both the right side and left side should be deployed.

3. Remove the headlining (Refer to GROUP 52A, Headlining P.52A-16).

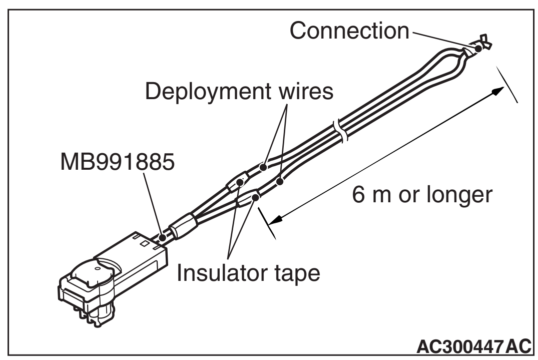


4. Execute the following steps to disconnect the connection between C-07 or C-10 curtain air bag module connector (2-pin) and harness side connector (2-pin, black).

   NOTE: Once disconnected from the curtain air bag wiring harness, both electrode of the curtain air bag module connector short automatically. This prevents the curtain air bag module from accidental deployment caused by static etc.

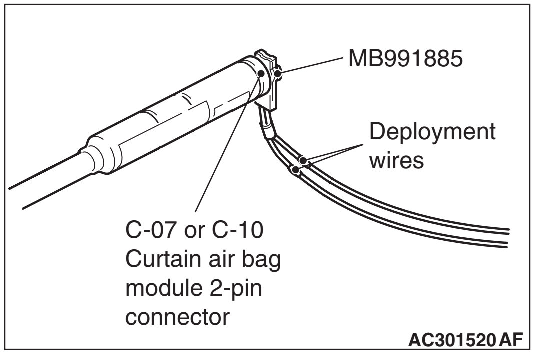
   (1) Use a flat-tipped screwdriver to pull out forward and unlock the locking button of the harness-side connector (2-pin, black).

   (2) Disconnect the C-07 or C-10 harness side connector.



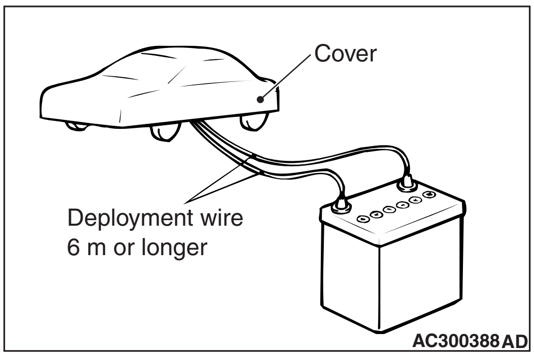
5. Connect deployment wires longer than 6 m to each special tool SRS air bag adapter harness (MB991885) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the curtain air bag from accidental deployment caused by static etc.

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6. Connect the C-07 or C-10 curtain air bag module 2-pin connector (black) to special tool SRS air bag adapter harness (MB991885) and move the deployment harness out of the vehicle.

⚠ WARNING



If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

7. To suppress the operation sound as much as possible completely close all door windows, close the doors and put the vehicle.

⚠ WARNING

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176) for post-deployment handling instructions.***
- ***If the air bag module fails to deploy, do not go near the module. Contact your distributor.***

8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. After deployment, dispose of the curtain air bag module according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176).

DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <SEAT BELT PRE-TENSIONER>

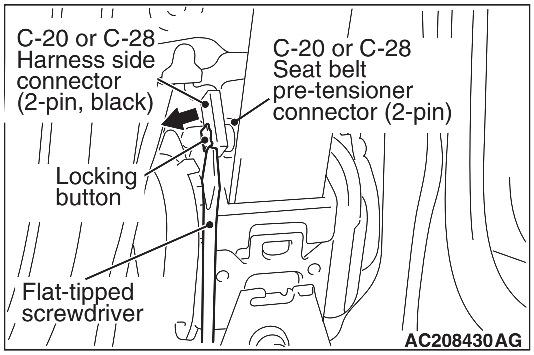
1. Move the vehicle to an isolated spot.

⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-5).

2. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the centre pillar lower trim (Refer to GROUP 52A, Trim P.52A-11).

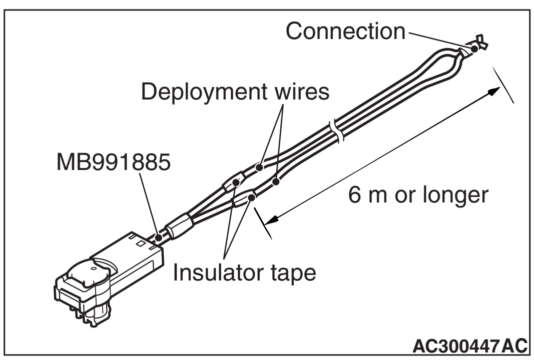
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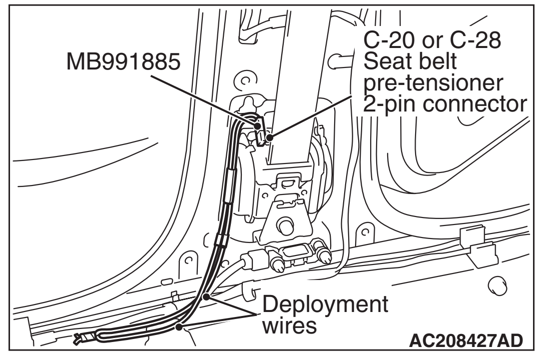
4. Execute the following steps to disconnect the connection between C-20 or C-28 seat belt pre-tensioner connector (2-pin) and harness side connector (2-pin, black).

   NOTE: Once disconnected from the instrument panel wiring harness, both electrode of the seat belt pre-tensioner connector short automatically. This prevents the seat belt pre-tensioner from accidental deployment caused by static etc.

   (1) Use a flat-tipped screwdriver to pull out forward and unlock the locking button of the harness-side connector (2-pin, black).
   (2) Disconnect the C-20 or C-28 harness side connector.



5. Connect deployment wires longer than 6 m to each special tool SRS air bag adapter harness (MB991885) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the seat belt pre-tensioner from accidental deployment caused by static etc.



6. Connect the C-20 or C-28 seat belt pre-tensioner connector (2-pin) to special tool SRS air bag adapter harness (MB991885) and move the deployment wires out of the vehicle.
7. Close all the door windows fully to avoid operating sound as much as possible.

⚠ WARNING

- ***Before operating the seat belt pre-tensioner in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the operation, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although no poisonous, do not inhale gas from the seat belt pre-tensioner operation. See Deployed Air Bag and Operated Seat Belt pre-tensioner Disposal (Refer to P.52B-176) for post-operation handling instructions.***
- ***If the seat belt pre-tensioner fails to operate, do not go near the seat belt pre-tensioner. Contact your distributor.***

8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each the, and connect them to the two terminals of the battery (which has been removed from the vehicle) to operating the seat belt pre-tensioner.
9. After operation, dispose of the seat belt pre-tensioner according to the Deployed Air Bag Module operated seat belt pre-tensioner Disposal (Refer to P.52B-176).

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DEPLOYMENT OUTSIDE THE VEHICLE <AIR BAG MODULE (DRIVER'S SIDE)>

⚠ WARNING

- ***This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.***
- ***Do not deploy outside if wind is high. Even in a soft wind, ignite to windward of the air bag modules.***

⚠ DANGER

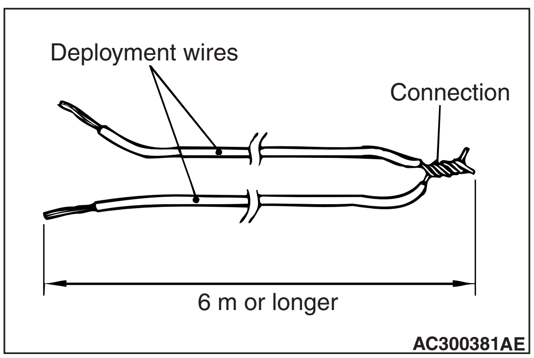
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-5).

1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

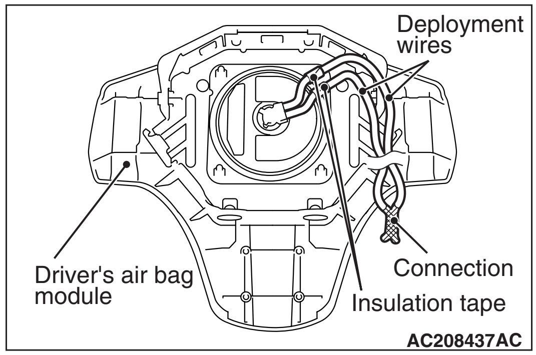
⚠ WARNING

Once disconnected, both electrodes of the driver’s air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of the accidental deployment, store the air bag module on flat place with deployment surface facing up. Also, do not put anything on it.

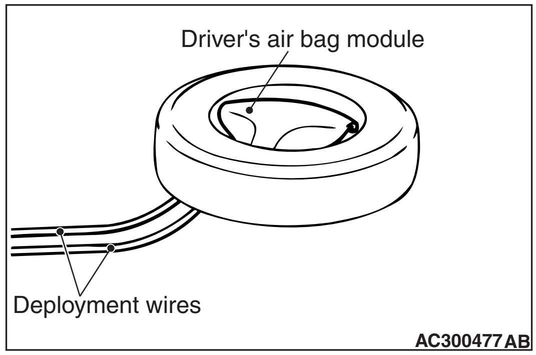
2. Remove the air bag module from the vehicle (Refer to P.52B-145).



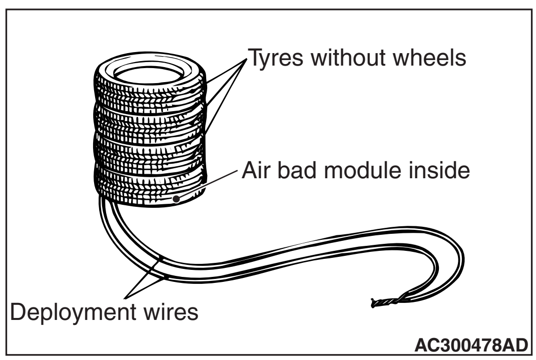
3. Obtain two suitable wires, which are 6 meters or longer, as deployment wires. Then connect the wires at one end to short.
4. Touch the vehicle’s body with bare hands to discharge static in you.



5. Using pliers, cut the driver’s air bag module connector from the harnesses. Connect the deployment wires to each harness that has been cut and insulate the connections with plastic tape.



6. Install a nut to the bolt behind the driver’s air bag module and tie thick wire there for securing.
7. Route the deployment wires connected to the driver’s air bag module beneath an old tyre and wheel assembly. Then, using the wire tied to the bolt, secure the driver’s air bag module to the tyre and wheel assembly with the deployment surface facing up.

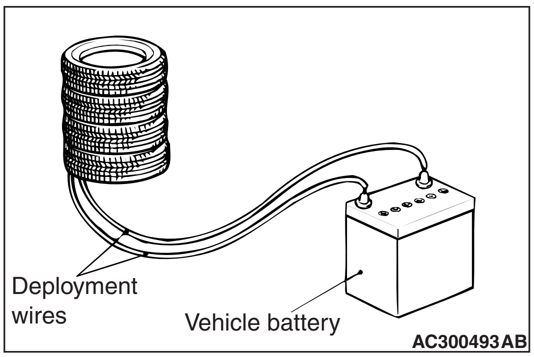


8. Place three old tyres without wheels on the tyre secured with the driver’s air bag module.

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⚠ *WARNING*

- ***Before deployment, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176) for post-deployment handling instructions.***
- ***If the air bag fails to deploy, do not go near the module. Contact your distributor.***



9. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them, to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
10. Discard the deployed air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176).

DEPLOYMENT OUTSIDE THE VEHICLE <PASSENGER'S (FRONT) AIR BAG MODULE>

⚠ *WARNING*

- ***This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.***
- ***Do not deploy outside if wind is high. Even in a soft wind, ignite to windward of the air bag modules.***

⚠ *DANGER*

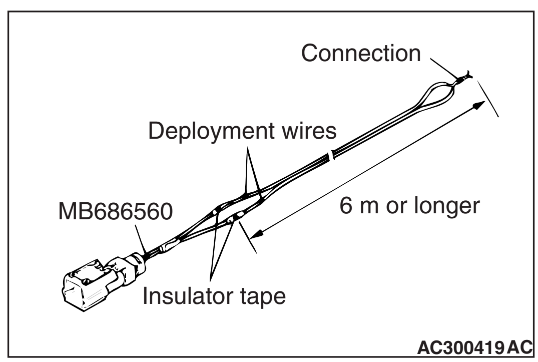
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-5).

1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ *WARNING*

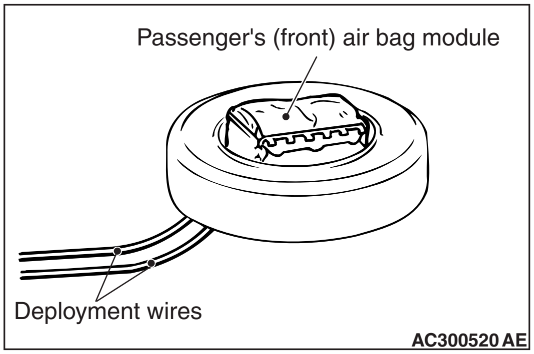
Once disconnected, both electrodes of the front passenger's (front) air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of the accidental deployment, store the air bag module on flat place with deployment surface facing up. Also, do not put anything on it.

2. Remove the passenger's (front) air bag module from the vehicle (Refer to P.52B-145).



3. Connect deployment wires longer than 6 m to each SRS air bag adapter harness (MB686560) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the passenger's (front) air bag from accidental deployment caused by static etc.

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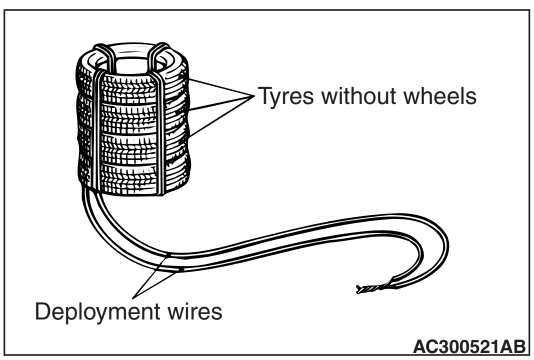


4. Connect the deployment wires to SRS air bag adapter harness (MB686560), pass it beneath the tyre and wheel assembly, and connect it to the air bag module.

⚠ **CAUTION**

- **The adapter harness below the wheel should be loose. If it is too tight, the reaction when the air bag deploys could damage the adapter harness.**
- **During deployment, the connector of SRS air bag adapter harness (MB686560) must not be between the tyres.**

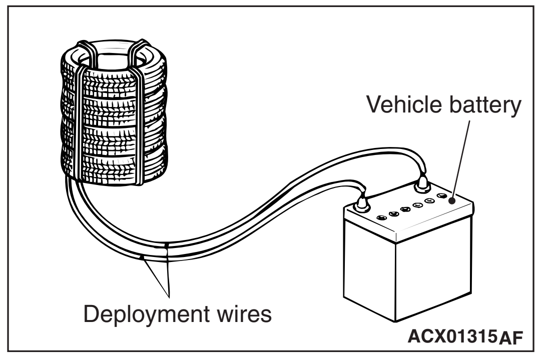
5. Pass the thick wire through the air bag module mounting hole, and then secure the air bag module to an old tyre with a wheel in it so that the pad on the module is facing upwards.



6. Place three old tyres without wheels on top of the tyre secured to the air bag module, and secure all tyres together with ropes (four locations).

⚠ ***WARNING***

- ***Before deployment, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176) for post-deployment handling instructions.***
- ***If the air bag fails to deploy, do not go near the module. Contact your distributor.***



7. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them, to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
8. Discard the deployed air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176).

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DEPLOYMENT OUTSIDE VEHICLE <SIDE-AIRBAG MODULE>

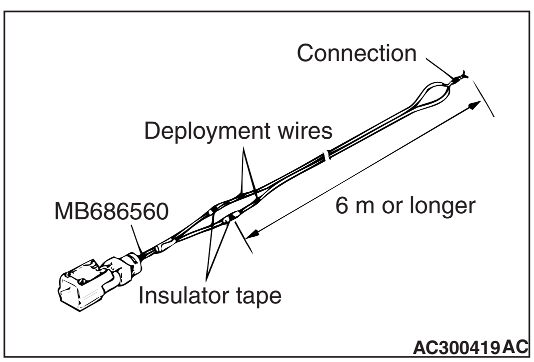
⚠ **WARNING**
- ***This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.***
- ***Do not deploy outside if wind is high. Even in a soft wind, ignite to windward of the air bag modules.***

⚠ **DANGER**
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-5).

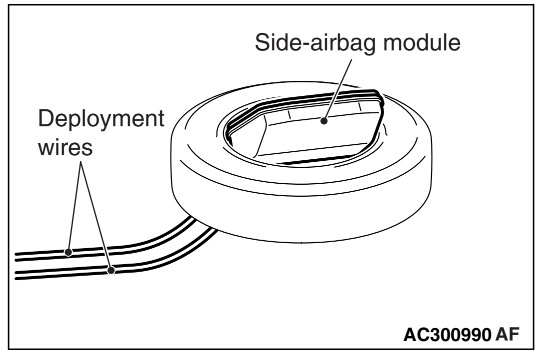
1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ **WARNING**
Once disconnected, both electrodes of the side-airbag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of the accidental deployment, store the air bag module on flat place with deployment surface facing up. Also, do not put anything on it.

2. Remove the front seatback assembly with side-airbag module from the vehicle (Refer to P.52B-152).
3. After reassembling the front seatback assembly incorporated in the side-airbag, remove the side-airbag module from the front seatback frame.



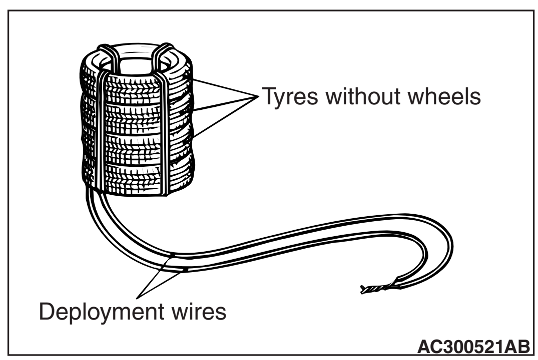
4. Connect deployment wires longer than 6 m to each SRS air bag adapter harness (MB686560) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the side-airbag from accidental deployment caused by static etc.



5. Pass the SRS air bag adapter harness (MB686560) connected with deployment wires beneath an old tyre and wheel assembly, and connect it to the side-airbag module connector.

⚠ **CAUTION**
- **The adapter harness below the wheel should be loose. If it is too tight, the reaction when the air bag deploys could damage the adapter harness.**
- **During deployment, the connector of SRS air bag adapter harness (MB686560) must not be between the tyres.**

6. Connect the thick wire to the side-airbag module installation bolt with a used nut, and place the side-airbag module on an old tyre and wheel assembly so that its deployment side is facing upward.

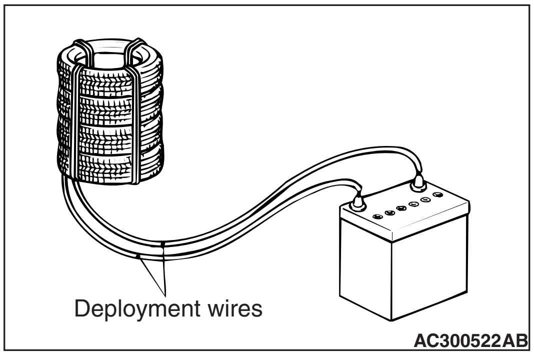


7. Place three old tyres without wheels on top of the tyre secured to the air bag module, and secure all tyres together with ropes (four locations).

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⚠ ***WARNING***

- ***Before deployment, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176) for post-deployment handling instructions.***
- ***If the air bag fails to deploy, do not go near the module. Contact your distributor.***



8. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. Discard the deployed air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176).

DEPLOYMENT OUTSIDE VEHICLE <CURTAIN AIR BAG MODULE>

⚠ ***WARNING***

- ***This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.***
- ***Do not deploy outside if wind is high. Even in a soft wind, ignite to windward of the air bag modules.***

⚠ ***DANGER***

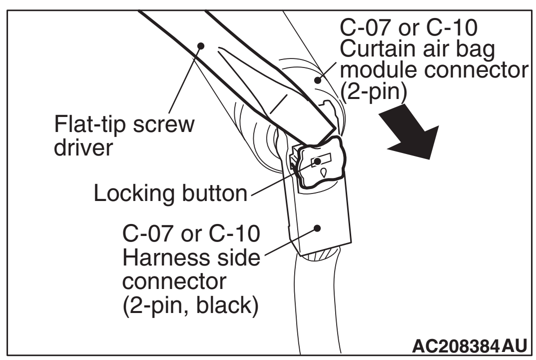
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-5).

1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ ***WARNING***

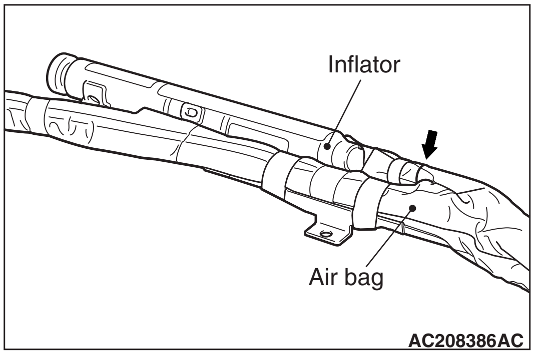
Once disconnected, both electrodes of the curtain air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of the accidental deployment, store the air bag module on flat place with deployment surface facing up. Also, do not put anything on it.

2. Remove the headlining (Refer to GROUP 52A, Headlining P.52A-16).

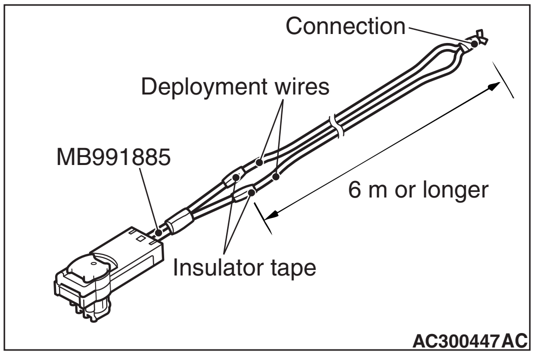


3. Use a flat-tipped screwdriver to unlock the locking button of the harness-side connector (2-pin, black) by with drawing it toward you in two stages.
4. Disconnect the C-07 or C-10 harness side connector.

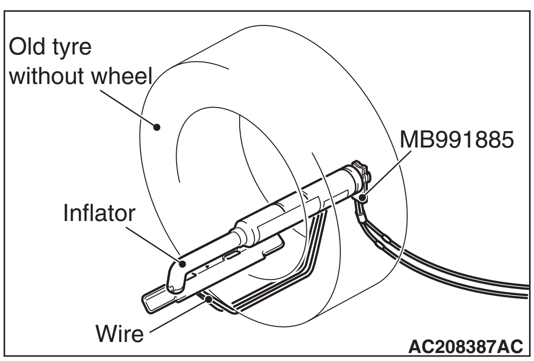
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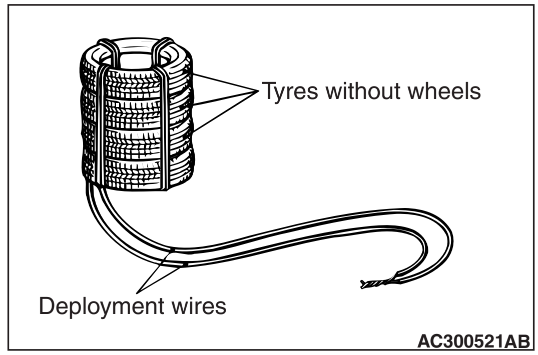
5. Cut the inflator and the air bag with a cutter.



6. Connect deployment wires longer than 6 m to each special tool SRS air bag adapter harness (MB991885) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the curtain air bag from accidental deployment caused by static etc.



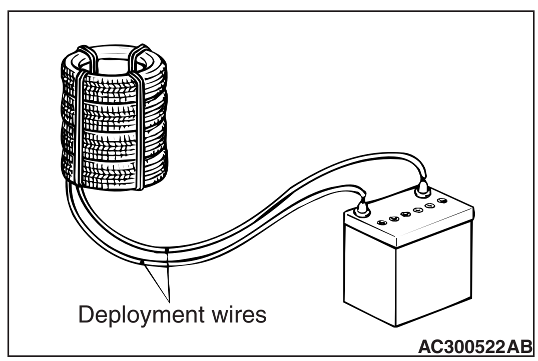
7. Feed a thick wire through the bracket of the inflator, and connect it to an old tyre with a wheel.
8. Connect the SRS air bag adapter harness (MB991885) to the inflator connector.



9. Place three old tyres without wheels on top of the tyre secured to the air bag module, and secure all tyres together with ropes (four locations).

⚠ WARNING

- ***Before deployment, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176) for post-deployment handling instructions.***
- ***If the air bag fails to deploy, do not go near the module. Contact your distributor.***



10. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
11. Discard the deployed inflator as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-176).

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DEPLOYMENT OUTSIDE THE VEHICLE <SEAT BELT PRE-TENSIONER>

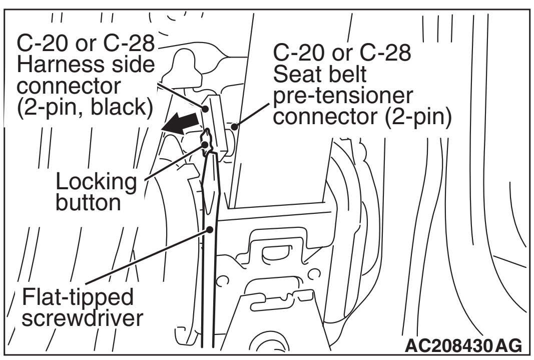
⚠ ***WARNING***
- ***This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.***
- ***Do not operate outside if wind is high. Even in a soft wind, ignite to windward of the seat belt pre-tensioner.***

⚠ ***DANGER***
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-5).

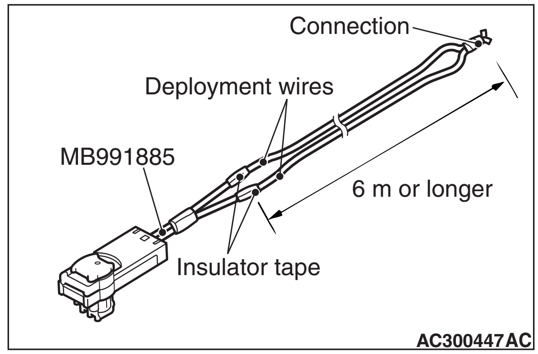
1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ ***WARNING***
Store the operated seat belt pre-tensioner the correct way up with its operation surface upper most on a flat surface. Do not place anything on top of them.

2. Remove the seat belt pre-tensioner from the vehicle (Refer to P.52B-159).



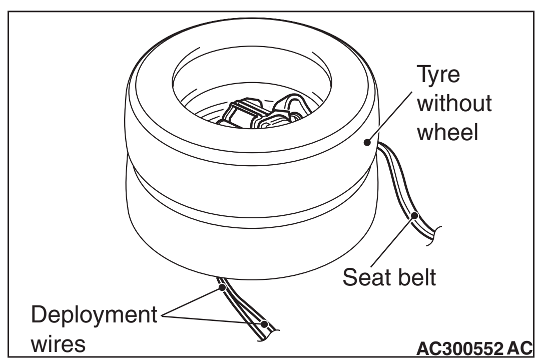
3. Use a flat-tipped screwdriver to pull out forward and unlock the locking button of the harness-side connector (2-pin, black).
4. Disconnect the C-20 or C-28 harness side connector.



5. Connect deployment wires longer than 6 m to each special tool SRS air bag adapter harness (MB991885) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the seat belt pre-tensioner from accidental deployment caused by static etc.
6. Connect the special tool SRS air bag adapter harness (MB991885), which the deployment wires is attached to, to the seat belt pre-tensioner connector.

⚠ **CAUTION**
The adapter harness below the wheel should be loose. If it is too tight, the reaction when the seat belt pre-tensioner operates could damage the adapter harness.

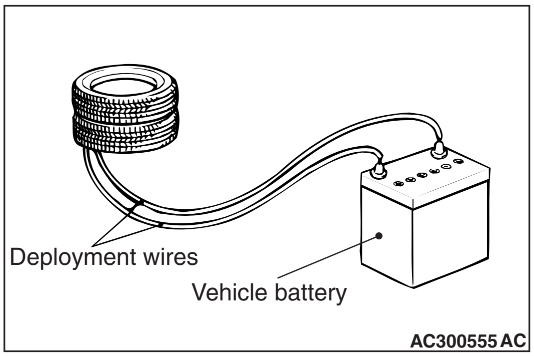
7. Pass the thick wires through the hole on the seat belt pre-tensioner bracket and secure them to the front (raised part) of the wheel on two place.



8. Pull the seat belt out the outside of the tyre, and then place one tyre without a wheel inside on top of the existing tyre.

⚠ WARNING

- ***Before operation, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the operation, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from seat belt pre-tensioner operation. See Deployed Air Bag Module and Operated Seat Belt pre-tensioner Disposal (Refer to P.52B-176) for post-operation handling instructions.***
- ***If the seat belt pre-tensioner fails to operate, do not go near the seat belt pre-tensioner. Contact your distributor.***



9. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to operated seat belt pre-tensioner.
10. Discard the operated seat belt pre-tensioner as specified in Deployed Air Bag Module and Seat Belt pre-tensioner Disposal (Refer to P.52B-176).

DEPLOYED AIR BAG MODULE AND OPERATED SEAT BELT PRE-TENSIONER DISPOSAL

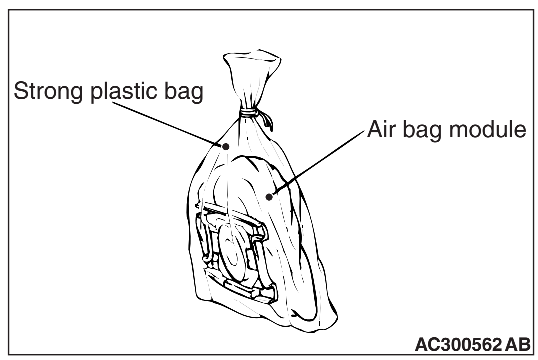
After deployment and operation, the air bag module and seat belt pre-tensioner should be disposed of in the same manner as any other scrap parts, adhering to local laws and/or legislation. Observe the following precautions during air bag or seat belt pre-tensioner disposal:

1. The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it cool before attempting to handle it.
2. Do not put water or oil on the air bag after deployment or on the seat belt pre-tensioner after operation.

⚠ WARNING

If after following these precautions, any material does get into the eyes or on the skin, immediately rinse the affected area with a large amount of clean water. If any irritation develops, seek medical attention.

3. There may be material on the deployed air bag module or the operated seat belt pre-tensioner, that could irritate the eye and/or skin. Wear gloves and safety glasses when handling a deployed air bag module or the operated seat belt pre-tensioner.



4. Tightly seal the air bag module and seat belt pre-tensioner in a strong plastic bag for disposal.
5. Be sure to always wash your hands after completing this operation.